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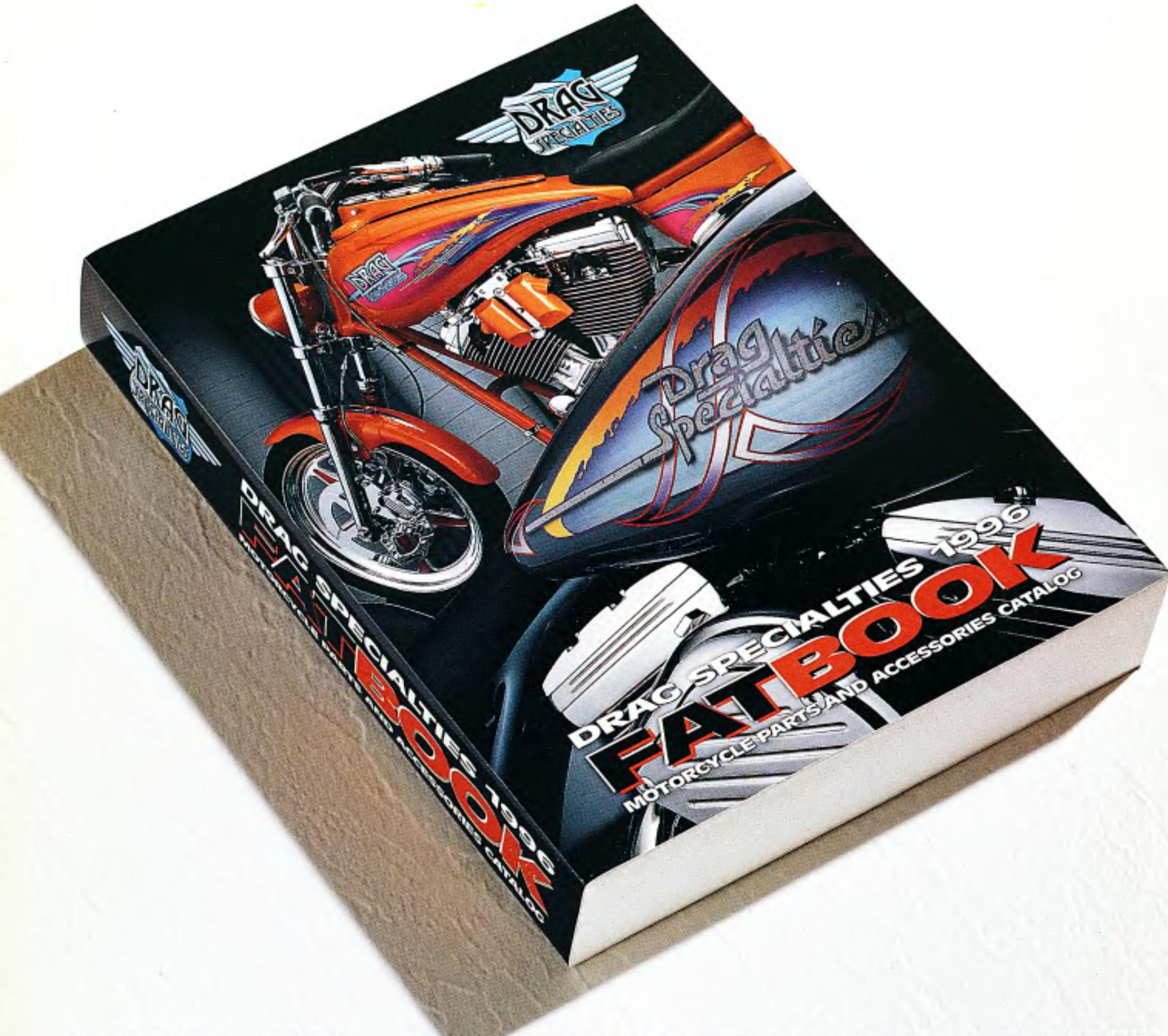

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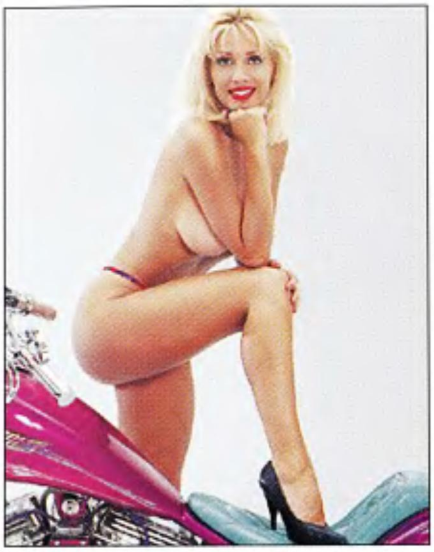

Cover photo of Jodie Lynn on Eddie Trotta's 1995 Softail by Don Rogers. Special effects imaging by Michele Durant

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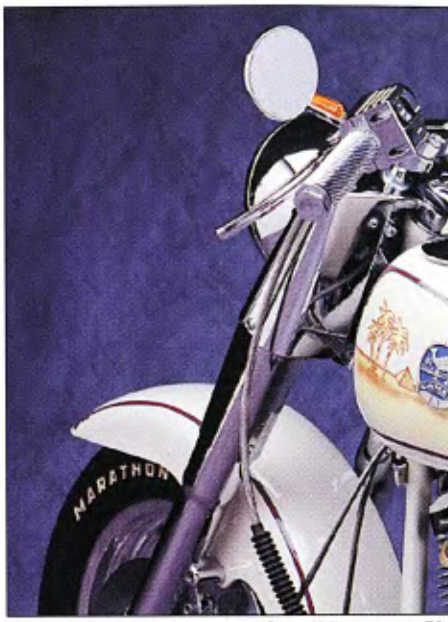

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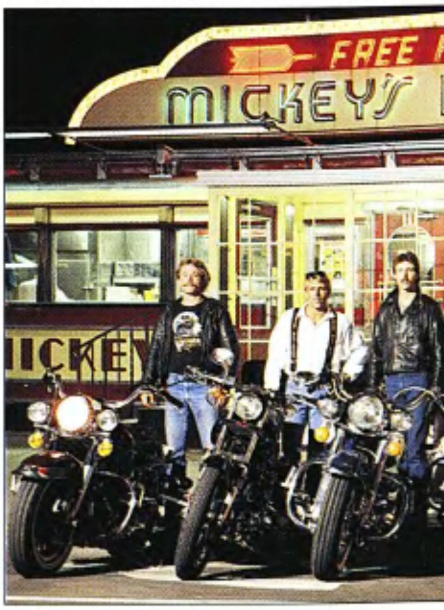
H.O.G. Rally Español, pa



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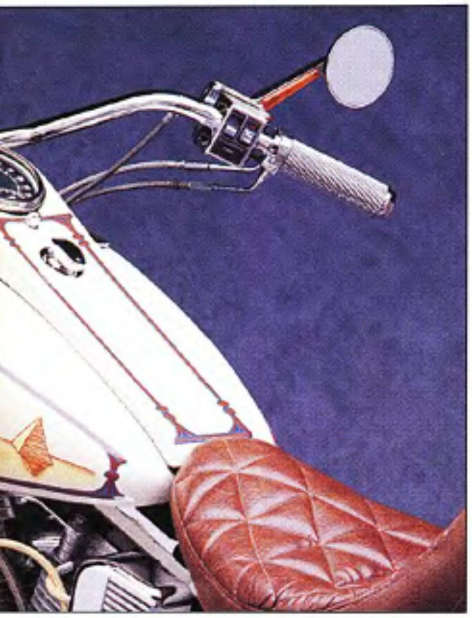
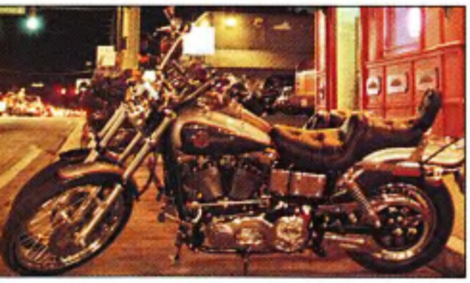
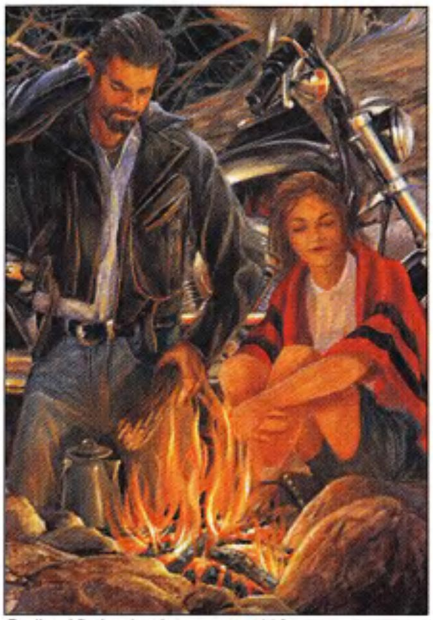




Get ready to play on A-1-A. Pre-Daytona begins on page 90



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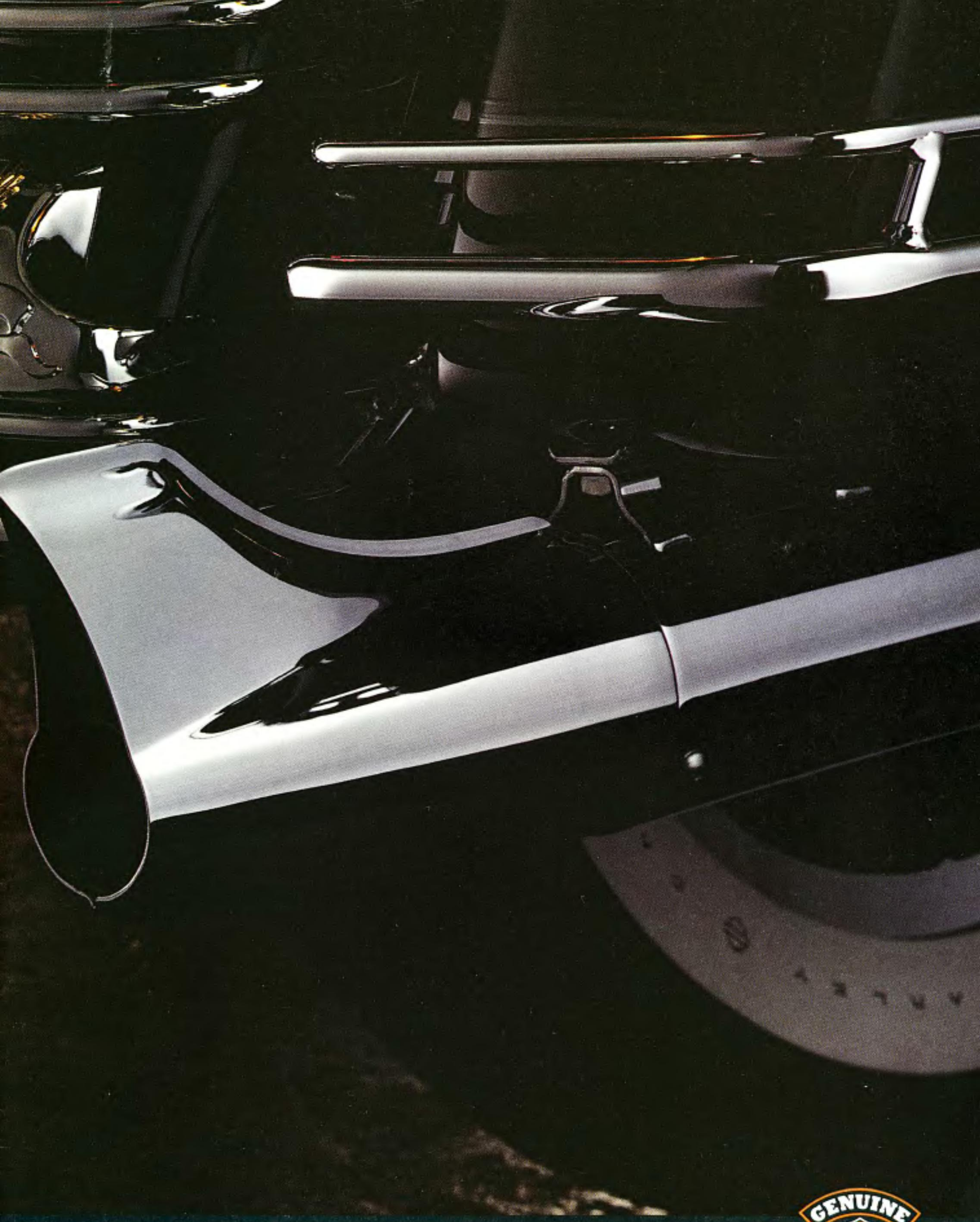

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WORDMONGER

Two Left Arms?
I saw the "Cosmic Chopper" in the December issue. Great lookin' sled, but one thing is for sure. The bro ridin' it either has two left arms or is a monkey with real long arms. The jock shift is great, but how the hell do you disengage the clutch and shift at the same time? It's no wonder a lot of reptiles are moving out of Florida. With two left arms I couldn't win a fight for beer.

Gator
Farmers Branch, Texas

P.S. After lookin' at this scoot again, I finally found the clutch pedal! I guess I'd better get my head out of that chick's tits and look a little better. Shit happens.

Happy Again
I was a staunch *Easyriders* fan for years. Then you started to look like *Playboy,* and I bailed. Tonight I was drunk and bought a copy at Seven-11. Damn! Your models (and bikes) are hot as balls. What a great magazine! My only complaint is that the blonde on page 14 has all her clothes on.

Drunk Max
Phoenix, Arizona

Now She Knows
After picking my worthless ass up off the blacktop (due to some bitch who values a dog's life more than mine) and yelling at the aforementioned, I needed help. My wife was smart enough to pull out your rag and find a phone number for Jacobson & Hupy, where she talked with Tony "Pan" Sanfelipo. Even though he was on the other side of the country, Pan took the time to give us some valuable information. It's good to know there are still some cool people left in this world.

One more thing. My wife now knows why I get your mag—she saw page 94 in the December '95 issue.

Rudy
Honey Brook, Pennsylvania

A Word To Slow Burn
This is to "Slow Burn" in your December issue. You, in fact, are the moron with no clue. If you'd done your homework, you would know 1948 cases had no stars on the number block. H-D didn't do so until 1970. The mounting area for the primary was cast in, not machined flat like '65-'69. Also, '48-'52, left crankcase, very top bolt hole is raised slightly, not recessed. There was no lifter block screen and screw hole until 1953 in the right case.

These are just a few facts you can check out. Do the homework first and you can get off your diet of paper.

Heathen
Winfield, Illinois

Replies To A Reply
To Bill Thomas in the December 1995 issue: Timken bearings come stock on the world's greatest motorcycle: Harley-Davidson. Enough said!

Joe Erwin
Wellsville, Ohio

To Bill Thomas (Dec. '95) and Joe Erwin (Oct. '95): I'm glad to see the respect for your employers, something we don't see much of lately. But you're both way off base. Joe, don't get so fussy about the spelling of "Timken"—both Timken and Torrington are spelled "U-S-A." Whether I'm buying a bearing for my Evo or for my Ford 302 V8, I know I'm getting the best the world has to offer whether it comes from Timken or Torrington.

God bless the American working man and his dedication to excellence. May we long continue to set an example for the rest of this planet.

Saxophone
Fontana, California

Early-Riders Fan
Congratulations on a topnotch publication: *Early-Riders*. Simply outstanding. I hope you make it a monthly. Excellent photos, articles—well overdue for antique motorcycle enthusiasts. You can count on me as a lifetime subscriber.

Phil Belinfante
Salt Lake City, Utah

Maybe Jealous?
In response to Debbie Holder (Nov. '95) about the "biggest fake tits," I have three words: jealous, jealous, jealous.

Rotten Robb
Altoona, Pennsylvania

Looking For Manual
I own a one-cylinder 1973 H-D 90, one of the last Harleys made in Italy (serial number 3D1255243, code #53). It has low beam and high beam, 4-speed trans, clutch, kick starter, signal lights, stop light. In other words, it's streetable. It needs lots of work. It's not for sale. I want to rebuild it and am looking for mechanical manuals and parts magazines. Please send info.

Joe Santiago
270 Ave. C
Bayonne, NJ 07002

Is Someone Dreaming?

Regarding the feature in the September '95 issue on the 1942 ULH. I was always under the impression that 1941 was the last year for the ULH. Everything after that was either a U or a UL—74 cubic inches. Is this something special from the factory in 1942 or is someone dreaming? Anyway, I have what I thought was the last ULH—a 1941. But I could be wrong.

Thanks for the time.

Jon Paschke
Tehachapi, California

A handful were available in '42.

Take A Hard Look

Two big problems can sneak up on late-model Electra Glide owners. This has been occurring with Road Kings but can/should/will happen to most dressers.

1. That thick rubber flap on the lower belt guard does not hang down below the belt and tends to climb on top of that lower rung and machine its way down through the belt. Looking through the little inspection/tension slot in the belt guard, it looks fine, like church window lobes. But at 6,500 miles the inner 2/3 width of my FLHR's belt was being ground off due to the flap riding on top of the lower rung. I removed the guard, drilled out the rivets holding the flap, and installed a new piece cut from a mudflap that was thinner material and hung down an inch below the bottom of the belt (identical to the flap that's on the Dyna Glides). This is about the sixth one a local H-D shop has seen this happen to, and the belt was replaced under warranty (thanks to Frontier H-D, Lincoln, Neb.). The new belt guards issued in the warranty have the taller Dyna-style flap. (Interestingly, the new stock bikes are still being shipped with the short/fat flap that causes the problem! C'mon, factory, get with the program! That's a 50,000-mile belt you're grinding in half.)

2. The back cylinder exhaust pipe can crack in half right around the welds, one inch away from the jug! Where your pipe stubs out of the aft cylinder, it splits into two pipes that eventually run on each side of the bike. Where it splits, it's welded. Where it's welded, it cracks until it shears off. The reason: In 1994 the Motor Co. saw fit to do away with a little support bracket that went between this area of stress failure and the frame (probably for looks and cost). Mine occurred before 7,000 miles, and being a recurring problem, was specifically inspected by the shop as they repaired my belt. This too will be replaced under warranty.

I figure networking is the only way we're going to find out about things like bad cam bearings, broken exhausts, and self-destructing drive belts.

Marty Anderson
Kearney, Nebraska

Thanks.

What About The Hearing Impaired?

I wear a hearing aid. Wearing one under a helmet causes a loud, high-pitched noise. So I have to turn it off and can't hear two feet in front of or around me. That jeopardizes my life and others around me. Does this mean because I wear a hearing aid, I can't ride a motorcycle, even though I pass all the tests for the DMV? I don't think so! Because then it's called discrimination, and that's illegal.

Jay Mudry
Dover, Delaware

Going To Daytona

I'm looking for as much information as possible on Daytona Bike Week '96. I need digs, watering holes, flight prices, anything *Easyriders* readers can send me. I'm sure all you handsome American boys can help me.

Amanda Griffiths
3 Ffordd Morgan
Llay Green, Llay
Wrexham, Clwyd
North Wales, UK

Daytona Bike Week begins March 1. Check the guide in this issue.

Wanted!

I'm looking for a November 1980 (#89) *Easyriders*. Actually, I just want the Dave Mann centerspread. Call (801) 977-8333.

Robert Bruneau
West Valley City, Utah

A Correction

In the December issue we published prison sub rates for *Quick Throttle*, which were in error. A one-year prison sub is $12.50, two years is $21.50. Still a good deal.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TAKING IT EASY

A guy walks up to a car and asks the driver if he had any crack cocaine for sale. The driver was wearing a T-shirt with large letters saying "Police" on it, but the guy kept leaning inside the window of the car, asking for some crack. The driver finally said okay and invited him along for the ride to the police station.

A handicapped woman was given a ticket for driving too fast. So what's the big deal? Well, she was driving her motorized wheelchair, ramming into women shoppers who finally complained to the police.

There's a campaign in Malaysia urging women to belt their men to drive them away from drinking. They also lock them out of the house or break their hands.

He overcooked the pasta, and his wife ragged on him about it until he'd had enough. So he cut her throat down to her navel, took out her heart and lungs, and impaled them on a stick—all because she claimed he'd overcooked the dinner.

A man was caught balling a chick in the park. So? Nothing, other than he was 77 years old and she was 25. So there's hope for some of us guys.

This thief grabbed a $6,000 diamond and, thinking he was doing a wise thing, he swallowed it. So when the police wanted to X-ray him, he figured the stone wouldn't show and agreed. But surprise, surprise, they gave him a strong laxative and sat around waiting for the eventual to happen.

This guy got married and had his best friend, a Samoyed dog, as the best man.

This guy was driving his car to work, picking his nose and minding his own business. Suddenly another car hit him from the rear, forcing him to ram his finger further up his nose. It killed him (believe it or not).

Hong Kong customs officials noticed a box marked "Chinese medicine." When they opened it, they found 1,307 dog cocks inside. It seems Hong Kong people feel that by boiling them and using them as a tonic, it boosts their sexual performance.

Here's a record you guys on the East Coast can shoot for. A guy in Finland swatted 21 mosquitoes in a timed contest. The previous record was seven. He did it by walking around at night with his shirt off. I've been to the East and Midwest in the summer. I bet a lot of guys can beat that record!

He'd been arrested for holding up a liquor store. They tossed him into a holding cell but forgot about him. His cell had water and a sandbox but where was the food? He yelled for help but no one came. After returning from a long weekend, they found him—a little bent and very hungry.

More and more men are opting for breast reduction surgery. Ten thousand had such a surgery last year alone!

Only in south L.A. A car went past him like a bat out of hell. When he came to the corner, he noticed that the car that had passed him had hit a police car broadside. As he approached the accident, he quickly got out of his car to help the policeman and left his engine running. While playing the Good Samaritan someone stole his car!

This weirdo spread dead people's ashes over his breakfast cereal hoping he'd have eternal life.

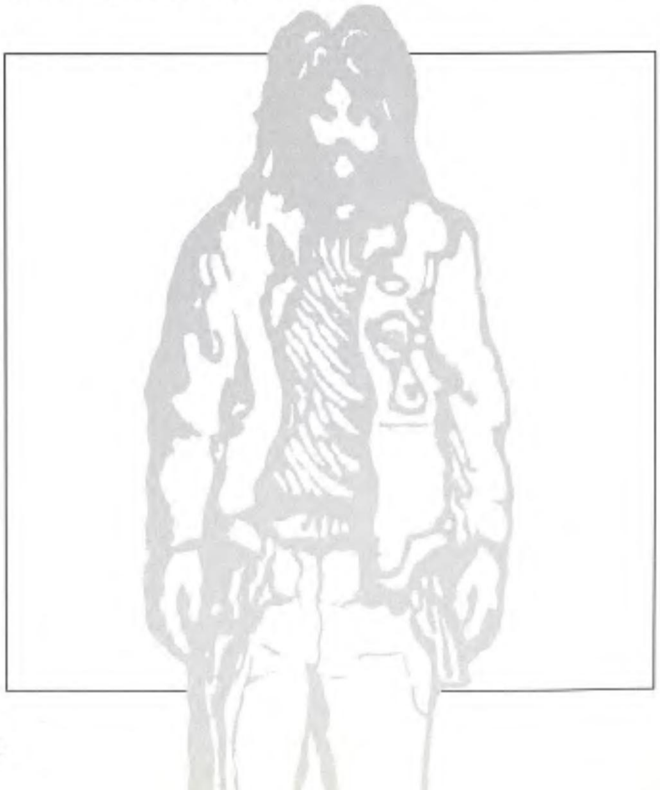
Sex and the Single Snake. That's what a nature company is naming its tour to watch one of the world's wildest orgies. Yep, for just $1,000 (per person) you can go to Canada and watch thousands of snakes going at it. Eh?

A man was killed in Thonburi, Thailand, in a fight with his friend over which came first, the chicken or the egg. He said it was the egg.

A 35-year-old father of eight children cut off his crank and threw it into the fire. He says he did it so he could devote himself 100 percent to preaching.

An 11-year-old girl fell asleep in a field and woke up choking. She was rushed to the hospital where she puked up a 25-inch snake.

She went to the hospital because of a large, jutting lump on her butt. When the surgeons opened her up to check it out, they found a four-inch pork chop bone. She couldn't remember the last time she'd eaten pork.



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SUGAR BEAR **RETURNS**

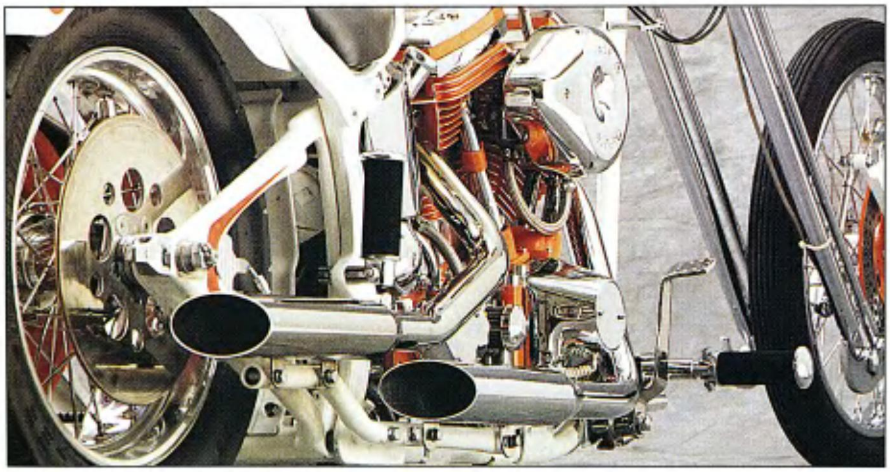
BACK FROM HIBERNATION

One look at this slick '86 Softail brings a pang of nostalgia to any motorcyclist old enough to remember the heyday of customizing, when choppers ruled the streets. Back then, a stock Harley was referred to derisively as a "garbage wagon," and the first task in customizing was to pull all the clutter—like the electric start, the front brake, the fat tank—and get to work cutting the frame, extending the front end, and so forth.

Sure, that peanut tank might not take you from one side of town to the other, and you might need plenty of downshift compression to slow the beast down. But you profiled in style, and that was all that really mattered. If you go back far enough, you probably remember Sugar Bear, owner and builder of the sweet Softail you're →

looking at. Back in business after closing his shop in 1982 because of the recession, Sugar Bear is once again building his own distinctive custom bikes and long front ends. "Pretty soon, I'll be back to a completely self-contained shop," he says. "I figure there's enough guys out there who are casualties of the '60s to keep me busy."

When he says "self contained," Sugar Bear isn't kidding. In the past, he custom fabricated all parts, right down to the bushings and nuts. Along the way, he figured out how to marry long rockers with an extended front end →



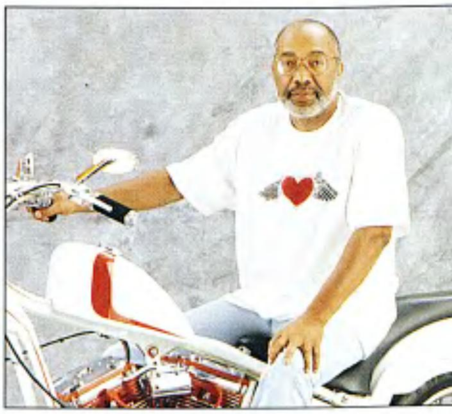
to provide virtually neutral steering. "You can ride this bike with your left hand in you lap," he states. "No matter where you put the wheel, it stays put until you come back and move it."

At the moment, Sugar Bear is building a couple of bikes to show off his unique craftsmanship in a more traditional custom style. One is a custom Softail, the other a Heritage and, like the scoot shown here, both will be dazzlingly color-coordinated while featuring the overall simplicity that distinguishes class from crass. A 96-cubic-inch mill will power each machine, in keeping with Bear's motto, "If it ain't long, stroke it."

Bear, who offers a special thanks to Pee Wee, assures all custom fans—chopper and otherwise—that he'll be producing more of the bikes he and they love. Bear can be reached at (213) 462-0888. "I've tried to build and ride dressers," he says with a grin, "but I just couldn't do it. I gotta cut and bend and weld."

And that's good news for all us "casualties of the '60s."

—Exit Wound



Owner: Sugar Bear
City: Los Angeles, California

General

Fabrication: Sugar Bear
Year and make: 1986 H-D
Model: Softail
Value: $40,000
Chroming: Supreme

Engine

Year: 1986
Model: Evo
Rebuilder: Bear
Ignition: points
Displacement: 80 cubic inches +
Lower end: yes
Pistons: H-D
Cases: H-D, powdercoated
Heads: Branch, powdercoated
Cam: egg-shaped
Carb(s): S&S Series E
Pipes: Paughco
Modifications: stroked, polished

Transmission

Year: 1986
Modifications: back-cut gears, Super Max belt, trans, wheel sprocket

Painting

Molding: owner
Painter: Sugar Bear
Color/type: white, orange/lacquer, urethane
Special paint: Quality Powdercoating

Frame

Builder: H-D/Luna's Welding
Type: Softail
Modifications: stretched 4 inches here, 3 inches there, fender ears removed

Accessories

Bars: Sugar Bear
Fenders: Daytec
Headlight: Gary Bang
Taillight: Gary Bang
Speedo: none
Pegs: Eagle Iron
Electrics: 12-volt, Sugar Bear
Gas tank: King Sporty
Oil tank: wraparound
Seat: Le Pera
Mirrors: Arlen Ness
Grips: Gary Bang

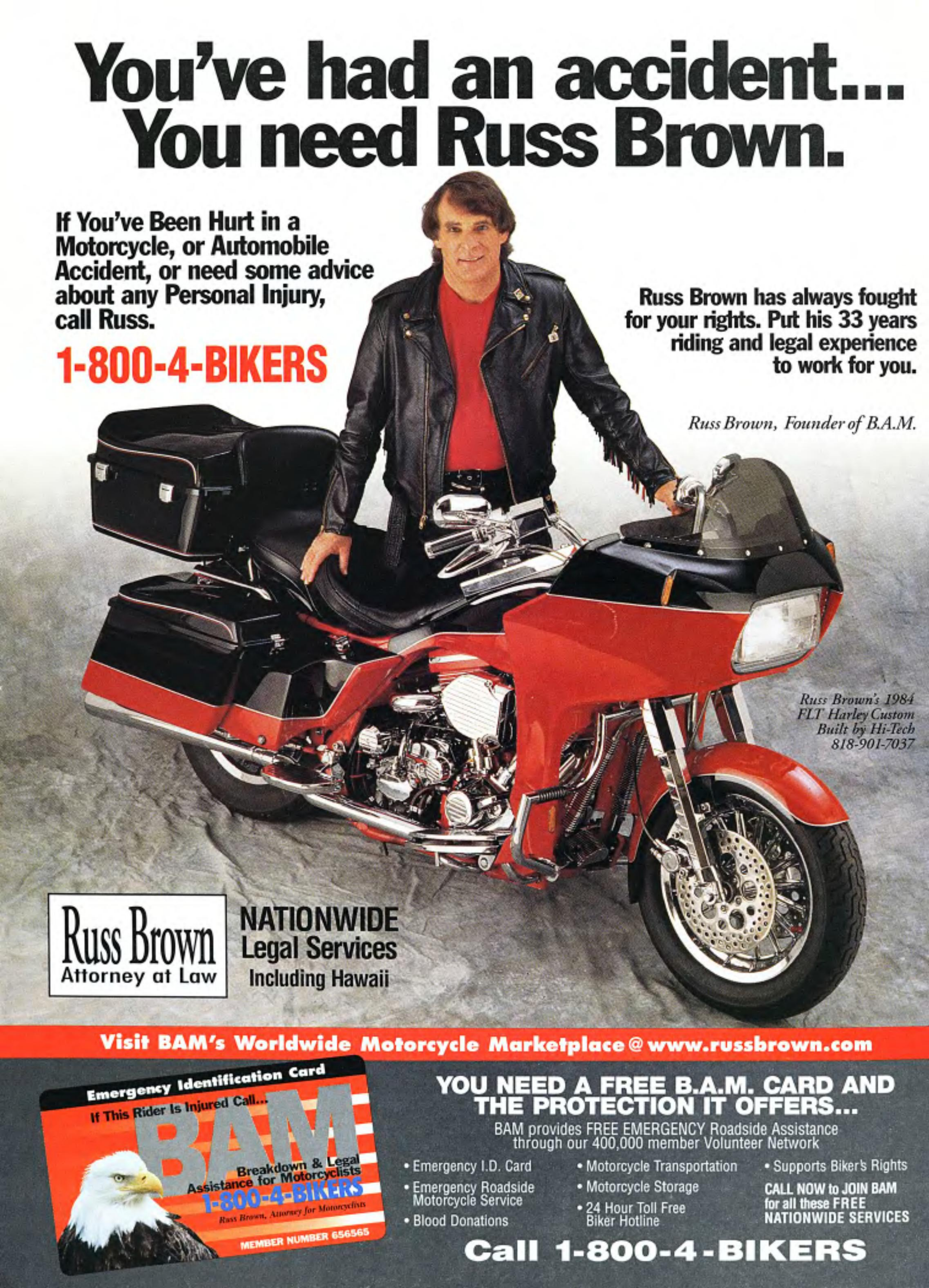
Forks

Type: springer
Modifications: 25-inch over (formerly 18)

Wheels

Front: Hallcraft, 21-inch, Avon, GMA
Rear: CCI, 16-inch, Metzeler, GMA

Photos: Raiko Hartman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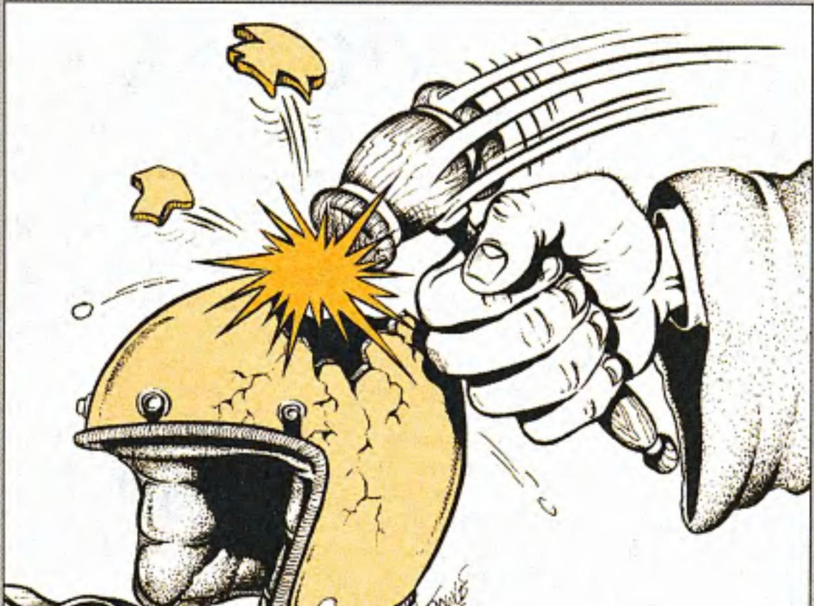
A DONE DEAL

CLINTON REPEALS FEDERAL HELMET LAW



On Tuesday, Nov. 28, President Bill Clinton signed the National Highway System Designation Act of 1995 (S.440) into law. Section 205, paragraph (e) of S.440 repeals the Section 153 penalties on states without helmet laws. This repeal relieves states of future penalties and also contains a retroactive provision. The Motorcycle Riders Foundation negotiated inclusion of the passage that returns to the states control of funds they lost in 1994 and 1995 as a penalty for not passing helmet laws.

The conference committee on S.440 reached final agreement and filed their conference-reported bill on Wed., November 15. On Fri., November 17, the United States Senate debated the conference-reported version of S.440 for approximately three hours. Final passage of S.440 in the Senate came on a vote of 80 ayes to 16 nays. Three Senators did not vote and there is currently one vacancy in the Senate. On Saturday, November 18, the House of Representatives used less than three minutes of floor time to give final approval of S.440 on a unanimous consent request.

After final approval by both the House of Representatives and the Senate, S.440 went through the enrolling process, which is a final technical review and printing of the bill. The enrolled bill is printed on parchment and must first be signed by the Speaker of the House and by either the President of the Senate or President Pro Tempore of the Senate before being sent to the president for signing or veto. President Clinton officially received S.440 for his action on Friday, November 24, 1995.

"This is a great day for the motorcyclists' rights movement. In less than four years, motorcyclists repealed the federal law that was the greatest threat to the freedom of motorcycling," stated Wayne T. Curtin, MRF vice president of government relations. Commenting on the retroactive repeal, Curtin said, "Under the pressure of a quarter of a billion dollars of blackmail penalties, twenty-five state legislatures stood up to the federal government for motorcyclists' freedom. We are very happy to tell the legislators and governors of those twenty-five states that the penalties for not having a helmet law are repealed and two hundred million dollars of those penalized funds are returned to their control."

In addition to the repealing of the Section 153 penalties, S.440 includes a provision that provides Maine and New Hampshire an exemption from being penalized for not having seat belt laws. S.440 also repeals the national maximum speed limit on December 8, 1995, but requires a study be conducted by the Secretary of Transportation on the costs of traffic accidents in any state that raises its speed limit. Off-road motorcyclists also received positive news; S.440 corrects the funding problem of the National Recreational Trails Act, ensuring that a total of $30 million in funds will be provided for Fiscal Year 96 and Fiscal Year 97.

—Motorcycle Riders Foundation

ALOHA STATE
STAYS HELMET-FREE

In helmet-free Hawaii, Safety Nazis attempted to push through HB 1215, which would have encouraged motorcyclists to wear helmets by sticking them with a $100 annual registration fee for the privilege of not wearing one. The fee would be increased to $150 after January 1, 1998. In addition, the helmet/no helmet distinction would have also been made when a rider was assessed the Drivers' Education Fund Underwriters Fee, which for helmeted riders would have been $2-$4 per year, while for unhelmeted riders it would have been $15. The bill never made it out of committee. It appears that the Safety Nazis in Hawaii used the same type of logic that was attempted in Iowa a few years back and failed miserably.

—Twiggy

ABATE GOES EYE-TO-EYE
WITH ILLINOIS DOT

On August 10, 1995, the governor of Illinois signed HB 878, which was the ABATE of Illinois rewrite of the eye protection statute. With one stroke of the pen we crossed another milestone.

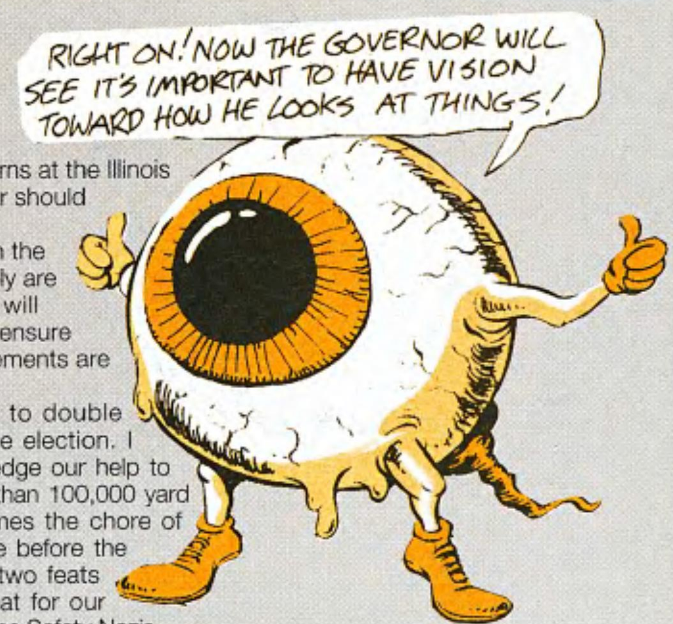
The bill was in response to the IDOT (Illinois Department of Transportation) exercising its authority to set standards for eye protection. Our rewrite removes the ban on tinted lenses of any kind. We put windshields back in as eye protection for the operator, so long as they are above eye level when seated normally. And to assure we do not run into the same problem again, we deleted IDOT's rule-making authority.

We are the only state rights organization to override a veto of a governor, take on IDOT, rewrite an eye protection rule we thought was unfair, and defeat two motorcycle helmet laws (1995) and four bicycle helmet laws. Not bad for a bunch of bikers. So what's left for us to do next? Lots!

Elections are around the corner. In the past year we have maintained a high profile in the elections and yielded high returns at the Illinois Capitol. This year should be no different. Several friends in the General Assembly are retiring and we will need to work to ensure that their replacements are just as friendly.

We will need to double our efforts in the election. I would like to pledge our help to assemble more than 100,000 yard signs. Then comes the chore of planting all those before the primary. Those two feats could spell defeat for our opponents and the Safety Nazis.

—Todd Vandermyde
Legis. Coordinator ABATE of Ill.



NATION'S CAPITAL
GETS ABATED

ABATE of California's newsletter, *The Bailing Wire*, reports that Washington D.C.'s first ABATE chapter came to life in January when a meeting was held at the city's only biker bar.

Bill Bish of the National Coalition of Motorcyclists (NCOM) reported that ABATE of D.C. is now incorporated and holds meetings the first and third Tuesdays of each month at the Crow Bar, 20th and K Streets NW.

For more info call (703) 218-7878 or (202) 223-2972.

Congratulations!

—Twiggy

PRO BICYCLISTS REJECT HELMETS
DEATH IN FRANCE CAUSES DEBATE

As expected, the call for mandatory bicycle helmets at the Tour de France was renewed following the crash of 24-year-old Italian cyclist Fabio Casartelli, who died after missing a curve at 55 mph. Helmets are mandatory in U.S. races, and the International Cycling Union tried to institute a helmet rule in 1991, but riders protested by boycotting a race in Belgium.

Concerning the tragic death of cyclist Fabio Casartelli: he hit face first, and there isn't a bicycle helmet manufactured on earth that could have protected him from his fatal injuries. On the same token, if he had been wearing a full-face DOT-approved motorcycle helmet, or any DOT-approved helmet for that matter, the results would have been the same. Even the officials who investigated the incident admitted that a bicycle helmet would not have made one bit of difference. Cyclists who boycotted the 1991 race in Belgium complained that helmets are hot, cumbersome, restrict riding abilities, and do nothing for safety! Sound familiar?

In other bicycle helmet news, helmet producers Bell Sports Corporation of Scottsdale, Arizona, and American Recreation Company Holdings, Inc., of Commack, New York, announced their plans to merge. They had combined sales of $270 million in the past fiscal year. Mr. Petrilli, Bell Sports' director of corporate finance said, "The company's sales for the first six months ended December 31, and were $47.3 million. Our profit was $737,000. Financial results for the second half of the year will depend on how fast more states mandate bicycle helmets for children. This is a step-growth business depending on legislation."

The only thing Petrilli didn't include in his press release was how legislation that helps his "step-growth" business steps all over our freedom to choose.

—Twiggy

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California
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Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of Fresno, 5155 N. Blackstone, Fresno
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Easyriders of Coconut Grove, 2996 McFarlane Rd., Coconut Grove

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Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders Las Vegas, 4600 W. Tropicana, Las Vegas

New Jersey
Kosco H-D, 1149 State Rt. 23, Kinnelon

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome

North Carolina
Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet *Easyriders*, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,

Oregon
Easyriders of Portland, 17999 S.W. Lower Boones Ferry Rd., Tigard

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina
Doug's H-D, 2790 Pamplico Hwy., Florence

Texas
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 602 West Calton, Laredo

Tennessee
C&S H-D, 4600 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Departure Bike Works, 5216 Hull St., Richmond
Shenandoah H-D, 2800-C W. Main St., Waynesboro
American Cycle Works, 515 Virginia Ave., Collinsville

Washington
Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33 Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
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RADIO
WARS

Photo: Gary Fordham

Last April 23, Biker Broadcasting talk show host Mr. Z had as guests Tony "Pan" Sanfelipo, of Jacobson & Hupy, and Greg "Doc" Trojen, ABATE/CMRO Ohio, in a debate with two Ohio state representatives who favor a reinstatement of the mandatory helmet law in the Buckeye State. Rep. Charleta Tavares and Rep. John Bender found out first-hand what it's like going one-on-one with representatives of the bikers' rights movement. Pan's 22 years of experience fighting for bikers' rights, coupled with his knowledge of accidents and injuries, was equally matched by Doc's expertise as a rights activist and his current job as an emergency medical technician. This pair was more than a formidable match for the state lawmakers.

Tony appeared on the program once again after April, this time to debate with Dr. Robert White, a renowned brain surgeon at the Cleveland Clinic. Dr. White is a strong proponent of helmet use. He tried to avoid specific problems that helmets cause the spine, insisting his expertise was the human brain. To help balance out the program, Pan asked Dr. David Nunley, a thoracic surgeon in Chico, California, to join in on the debate. Much to Mr. Z's delight, Dr. Nunley also happens to be president of Local 31, North Valley, ABATE of Calif.

Finally, on June 30, Attorney Mike Hupy joined AMA guest Eric Lundquist in a discussion about the practice of insurance companies denying or limiting medical coverage to people who ride motorcycles.

Biker Broadcasting has many topics of interest to motorcyclists each week. If your local AM radio stations do not carry the program, have them call Talk America Radio Network at (617) 937-9390, so they can receive the program off the satellite. The program airs Sunday nights, 9 p.m.-11 p.m. EST. Jacobson & Hupy, S.C. is a sponsor of this great program that brings the world of motorcycling to America. —*Twiggy*

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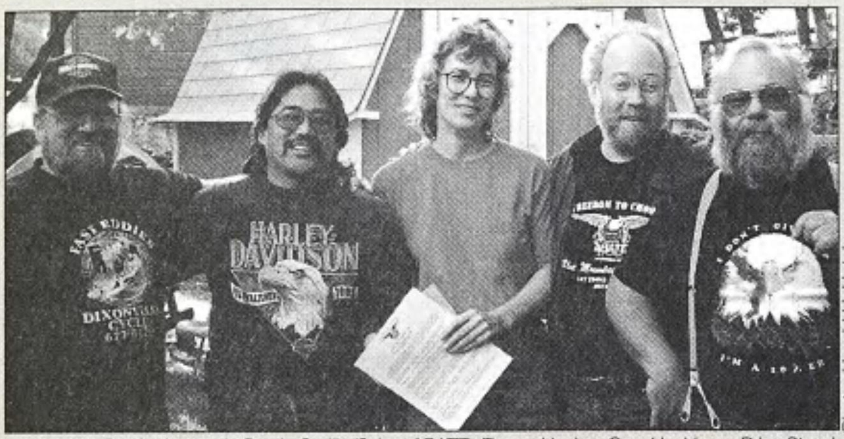

Photo: Harold H. Hutcheson

Left to right: Butch Harbaugh, Daryle Orpilla (Salem ABATE), Teresa Hepker, Sam Hochberg, Brian Stoval

Four names in the state of Oregon, synonymous with the bikers' rights struggle since the very beginning, are Brian Stoval, Teresa Hepker, Butch Harbaugh, and Sam Hochberg. It's time to recognize these hardworking freedom fighters and pay a tribute to them in the *Easyriders* Hall of Fame.

Brian's on the MRF's Board of Directors, Oregon BikePAC, and is on the NCOM Advisory Board. He's also director of Oregon BikePAC and a member of ABATE of Oregon and the AMA. He's been our moderation factor, father, and the one with a strong shoulder to cry on when having to deal with the Oregon State Legislature.

Teresa Hepker, Brian's wife, was the driving force behind the formation of Team Oregon, the state's motorcycle training cadre in the early days when ABATE of Oregon was a baby. She's also a very visible member of the same organizations Brian belongs to.

Butch Harbaugh is on NCOM's Board of Advisors, Chairman of NCOM's Legislative Task Force, Legislative Director of Oregon BikePAC, and is a BikePAC lobbyist.

Sam Hochberg is Oregon's AIM attorney and very active in NCOM. He is the attorney bikers will call when in need of any legal assistance. An avid motorcyclist, Sam is actively involved in Oregon's struggle for freedom and is a member of many other MROs.

Brian Stoval, Teresa Hepker, Butch Harbaugh and Sam Hochberg, Oregon's motorcyclists and *Easyriders* salute you in the name of freedom.

—*Gunny*

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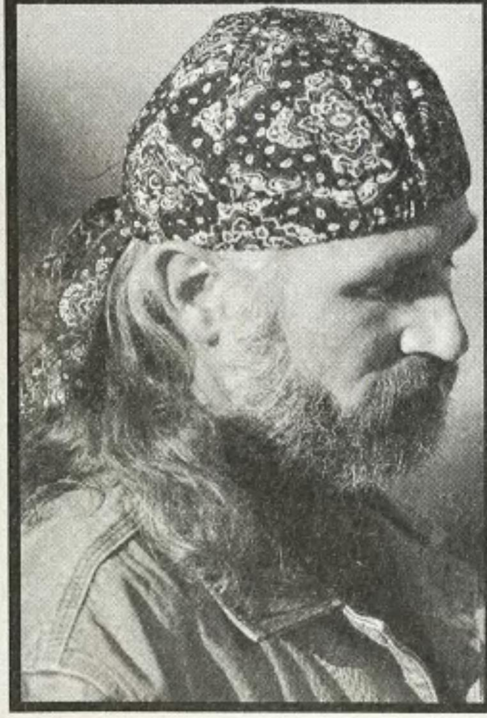

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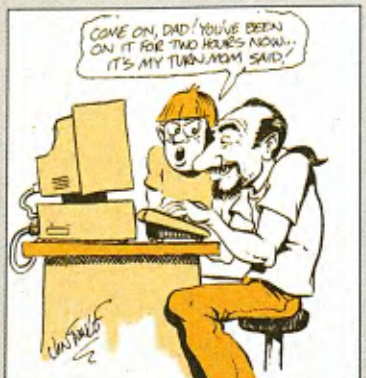


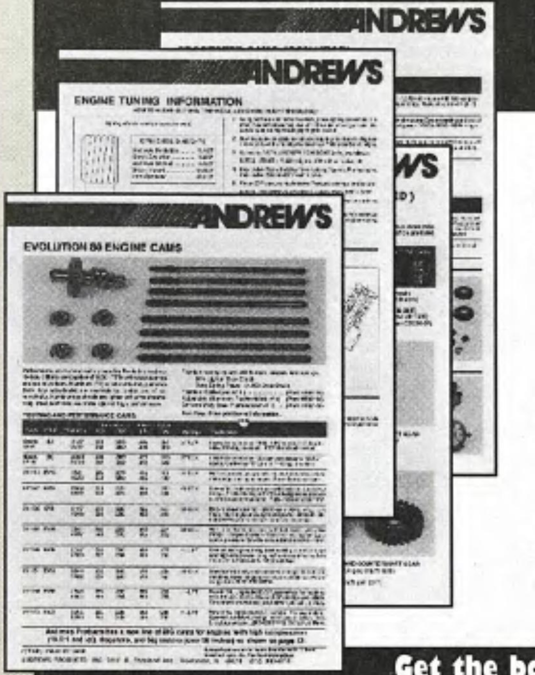
The American Motorcyclist Association (AMA) has a new home on the information superhighway. CompuServe's Motorcycle Forum, which offers an extensive assortment of motorcycle-related information and discussion, now includes an official "AMA On-line" section that provides a wide array of information from and about the AMA and AMA-sanctioned professional and amateur competition.

Representatives from the AMA's Government Relations, Pro Racing, Member Activities and Membership Services departments will participate in the forum. The Motorcycle Forum is readily accessible to any of CompuServe's 3.5 million subscribers worldwide simply by typing GO RIDE while connected to the service. Also, any computer user connected to the vast Internet and World Wide Web can send electronic mail directly to the staff of the AMA.

The basic CompuServe subscription rate is $9.95 per month, which includes five hours of online time each month. Free introductory subscriptions and complimentary software are available from CompuServe by calling (800) 524-3388. Bikers must subscribe to CompuServe in order to actively participate in the Motorcycle Forum, but anyone with a computer connected to the Internet is able to communicate directly with the AMA via electronic mail. The AMA's e-mail address is AMA@CIS.COMPUSERVE.COM.

—*Twiggy*

PERFORMANCE PAGES



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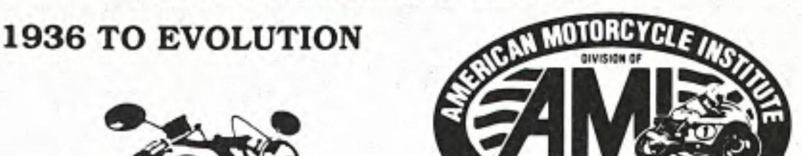

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FLYIN' FREE
WOMEN OF THE ROAD

What do a jewelry maker, cardiovascular profusionist, choreographer, and preschool program administrator have in common? They are all in *Women of the Road*, a photographic book and calendar that captures the spirit and diversity of today's woman motorcycle rider.

"Women of the road are strong and individualistic. And each one has a unique story to tell," says Alyn Shannon, creator of the Women of the Road concept. Shannon herself bought her first motorcycle from her dad in 1976, and now rides side-by-side with her husband. "I have met the most wonderful people on this journey. There's an instant bond among bikers because we all travel the same road," she explains.

The 96-page hard-bound book and easel calendar feature striking black and white photography of women riders throughout the world. The photos show women in a variety of settings with their bikes along with their comments about what being in the wind means to them.

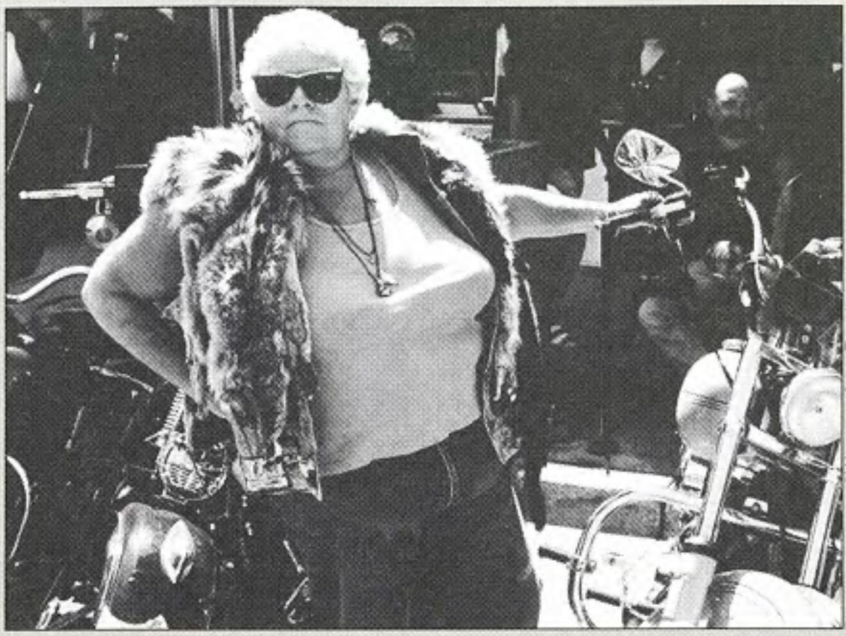

Photo: courtesy of Women of the Road

There is also an Internet site that provides a forum for women riders and offers a new way to connect people who share a love of the open road.

A portion of all book and calendar proceeds will be donated to Mothers Against Drunk Driving (MADD).

For more information call (612) 722-2841 or visit the Internet site at http://www.dgi.net/Women-of-the-Road/.

—*Nub*

MUSIC
OF THE LIFESTYLE

I headed out for the canyons ... alone. It was one of those introspective times, a time to clear out the cobwebs. The words of an old David Crosby tune kept running through my head; I wanted to ride ... didn't really care how far ... I wanted to roam, alone.

Some people use shrinks with ink blots for these quiet looks inside. Some folks meditate and chant. People like us have two wheels and the wind.

Deep into the hills I strayed off the main road and came upon an aging roadhouse I hadn't been to in years. With a dozen bikes parked outside and loud music inside, I felt at home.

I noticed one new addition to the old joint: a fancy, CD-playin' jukebox. It sounded fine above the smack of the pool balls. Halfway through my second brew someone punched in a song I needed to hear:

I'm back out on the road again,
Turn this beast into the wind,
There are those that break
and bend,
I'm the other kind.

I sure hope that you all caught that segment in *Easyriders* Video #25 where the Phelps brothers sang Steve Earle's tune, "The Other Kind," to a backdrop of real people on real machines experiencing the kind of life that most of humanity only fantasizes about.

I don't mind admittin' that there are times when I get a tear in my eye—like when my little ol' mom reaches up to give me a hug after my latest bout with disaster and chaos, or when the dog croaks, or when a song and scenes like the ones from from the video show just what livin' and ridin' free is all about.

Anyway The Wind Blows by Brother Phelps (Asylum Records) is a fine album, amigos. My hat's off to these ridin' and rockin' bros.

I finished my schooner and walked out to the bike. The cobwebs were long gone. I "turned this beast into the wind" and started for home, thankful to be part of "the other kind."

Well, I guess I stayed in the "roadhouse" mood because the rest of this month's picks-to-click are pure Saturday-night-at-the-shack:

Neal Black and the Healers (Deluge Records): With vocals smooth as gravel in a meat grinder and bad-to-the-bone guitar this isn't for weak hearts. If you like yer boogie 'n' blues raw and back-alley, you'll wear this one out.

Jimmy Thackery and the Drivers, *Wild Night Out!* (Blind Pig Records): A great live disc that lives up to its title.

Corey Stevens and Texas Flood, *Blue Drops of Rain* (Eureka Records): The legacy of Stevie Ray Vaughan lives on in Stevens' guitar. Corey builds on the foundation that Stevie Ray laid. This is longneck sippin' music.

—*Bill Hayes*

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NCOM

SHORT STROKES
THE REAL ENEMY

It was an ordinary Sunday afternoon. Every yahoo on the road was driving as though they'd snorted a half-dozen margaritas. The immigrants were pointing fingers at the waves lapping on the beach in Malibu, the dinks (double income/no kids) were grab-assing and racing their imports, and the tourists were sailing blind. Yep, just an ordinary Sunday afternoon—splitting lanes on Southern California's narrow-laned Pacific Coast Highway and trying to stay alive. In between four close calls on the road and a fistfight with a bike-hating pickup driver, I hit a couple of sand-in-your-sandwich pubs along the highway. While I sipped at my Jack Daniel's and pondered the screeching traffic outside, I thought about the yuppie accusations I'd heard in a downtown strip joint, when a rider hit me up for a cigarette (I don't smoke). I recalled that he'd said something about new rich riders. I thought about his derogatory remark when my son, Frank, pulled up outside. He's a tattoo artist and rides a rigid Shovel with highbars. He's got about as many miles on his bike as I have walking in my new cowboy boots. I wondered, does that make him some kind of geek new rider? As he pulled out of the parking lot, a silver-haired banker type in a BMW tried to mow him down. I jumped on my Dyna, and we were both in hot pursuit. I cut Mr. Silver-hair off and gave him a piece of my mind. The more I thought about it, the more I saw who our real enemies are—and none of them rides a Harley. I guarantee it..**Let's get to the news:** Back in 1919 several massive explosions rocked the Boston wharves, and a 50-foot high wall of molasses rained down on the citizens of Boston, killing 21 and leaving the city with a strange legacy. The 90-foot storage tank unleashed 2.3 million gallons of molasses weighing 27 million pounds. It hit town doing 35 mph. We've dispelled the rumor that a yuppie biker was responsible, but a rumor still exists that a biker who was cut off by a slow horse-drawn cart carrying molasses barrels cut the molasses loose to show 'em we won't be fucked with...**While rapping with Crazy John** from SoCal, I was told a couple of crazy tales about custom painting. He'd painted seven bikes back in the '60s and raised enough money to have his bike painted by "someone good." He also mentioned that the best way to learn how to paint is to buy Jon Kosmoski's (House of Kolor) seminar tapes. We ran a bit from one of Jon's tapes in *Easyriders* Video #17....**In Florida, chain gangs** are back. 'Course, they've been renamed "restricted labor squads." Get this. Senator Crist is a big supporter of chain gangs as a deterrent to crime, while another state bureaucrat is fighting the issue "because the convicts are not as productive while chained together"... **A Florida Highway Patrol** trooper was charged with possession of child porn and drugs and exposing himself to a 13-year-old boy. He'd be popular on one of those chain gangs...**Hang on for this one**. A Jacksonville prosecutor, Gennifer Gee, 30, was arrested when she tried to use her badge to cut in front of a car at a drive-through window. When the citizen didn't go for it, she drove over the curb and punched the victim's car. When Claudia Whittle, 26, got out of her car to check the damage, the prosecutor tried to run her over... **Florida cops are getting** a bad rap this issue. Interesting that it's the pre-Daytona issue. A sergeant from the Indian Harbour Beach P.D. has retired quietly after having several sexual rendezvous with numerous women while on duty. Trouble was his manners when the girls threatened to squeal. He threatened to cut off their fingers. Watch the company you keep... **Fortunately, this report** is from Virginia. A man convicted of a traffic offense spent five days without food in a courthouse holding cell after a bailiff forgot about him and left him in the cell over the long Labor Day Weekend. I tell ya, it's grizzly out there. We've got to stick together...**Back to Florida**. The Automobile Club of America (AAA) designated the Florida towns of Hampton, Lawtey, and Waldo as the worst traps in the country. In each case, they found questionable law enforcement practices related to speed enforcement. Each burg is located on a 20-mile stretch of U.S. 301, a major link to central Florida and Interstates 75 and 95—Watch out!...**I just opened another envelope** of clippings, and the first one out is another allegation against law enforcement personnel. This time, in Tennessee. Hey, enough is enough. Not one clipping or news release on the harmful effects of bikers who, after riding for 20 years, are making enough money to own a new bike and a cellular phone. My research continued as I finished my last Jack, slid the glass across the table to the barmaid, spied a sly glint in her warm gaze, and felt the intriguing rush of romance in the air. Her legs were long, her cleavage robust, and her smile clean and white. What I really wanted to know was how she drove around bikers. If she didn't know two-wheeled respect, I'd spend all night expounding on the motorcycle code of the West. Ride forever.

—Bandit

Thanks to Rogue for his Fla. research

WE'RE GROWING!
TWO NEW TITLES JOIN THE STABLE

On October 31, 1995, Joe Teresi, Chairman of Paisano Publications, Inc, announced the acquisition of two magazine titles from LFP, Inc. The titles *Supercycle* and *Biker Parties* were bought for an undisclosed sum. "The *Supercycle* title has a strong historical identity in the marketplace that we serve," said Teresi, "and this addition is consistent with our long-term growth commitment as the world's largest publisher of magazines that serve the Harley-Davidson industry."

Paisano, now entering its 25th year in business, is the publisher of seven motorcycle magazines including *Easyriders, V-Twin, In The Wind, Quick Throttle, VQ, Biker* and *Early-Riders*. All serve the custom Harley-Davidson marketplace.

—Twiggy

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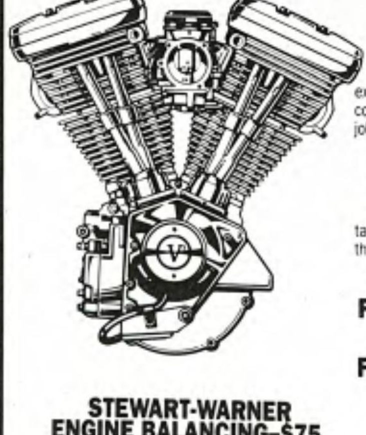

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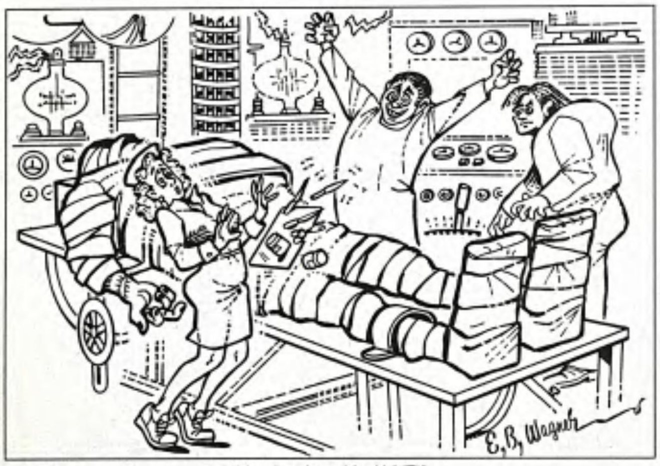
PASSING GAS



"It's alive, Igor, it's *ALIVE!*"

The Randalls had been married nine months to the day as the husband paced nervously in the maternity ward's waiting room. "Congratulations!" the nurse exclaimed at 6 o'clock. "You're the father of a beautiful baby girl."

At 6:30, the nurse returned. "Congratulations again—we just delivered a fine baby boy, too, and it looks like triplets!" she said, rushing back to the delivery room.

"No need to hurry, miss," he called after her. "The third one won't be due for another 45 minutes."

El Vee
El Lay

What's the difference between a golfer and a skydiver?

A golfer goes: *Whack!* "Fuck!"
A skydiver goes:"Fuck!" *Whack!*

BRS
USA

Why do women kiss each other, and men don't?

'Cause women have nothing better to kiss, and we do.

Silver-Tongue
Scoring

How can you tell you've been dyeing your hair too much?

You have plaid dandruff.

Hood
Simi, Calif.

"Hmm, very impressive, Mr. Williamson, but what other skills do you have besides that?"

"Officer Numnik here will now read you the Miranda warning."

"I wanna open a fuckin' checking account," the biker snarled at the pretty bank teller.

"I beg your pardon, sir," she said indignantly.

"Clean the damn wax outta yer ears, lady. I said I wanna open a muthafuckin' checking account."

"I'm sorry, sir, but we don't tolerate language like that in our bank," she said, then summoned the manager and whispered into his ear.

The manager turned to the biker and asked, "What seems to be the problem here?"

"Shit, there's no problem, asshole," said the biker. "I just won 10 million bucks in the lottery, and I wanna open a fuckin' checking account!"

"I see, sir," said the bank manager. "And this bitch here has been giving you a hard time?"

Roger Sadauskas
Hawthorne, Calif.

What happened when Mongo's ol' lady said she wanted some foreplay?

Mongo brought three of his bros home.

Shark
Circling

Panhead Pete had been suffering from severe headaches for years, and after his exam, the doctor told him, "I've done massive research in this area, and I've had amazing success curing headaches of your type. What we need to do is remove your testicles."

"You want to cut my balls off to cure my headaches?" sputtered Pete.

The doc, however, was persuasive, and the surgery went on as planned. But during a follow-up visit, Pete was understandably depressed as all hell. Trying to cheer him up, the doctor advised him to do what he himself did whenever he was feeling down—go to a men's store and buy himself a complete new outfit.

Pete gave it a try, and as the tailor was taking his measurements, he remarked, "Size 34 underwear, I see."

"No, I wear size 32 jockey shorts," said Panhead Pete.

"Well, mister, I can give you the size 32 if you want," said the tailor, "but my experience tells me they'll probably give you headaches."

Carl L.
Grand Junction, Colo.

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PASSING GAS

"For chrissakes, Earl, give him some fuckin' change!"

Answering her telephone "Hello?" the young chick was answered only with heavy breathing on the line. "Hello?" she repeated.

"I'll bet you'd like me to come over," a husky male voice whispered, "and undress you, lick you from head to toe, and make passionate love to you until morning."

"Jeez," she gasped, "you can tell all that from just two hellos?"

Lucky
Winville, Utah

Definition of *bachelor*: a bro who can be miss-led only so far.

Fat Boy
Rockies

How can you tell when a fax has been sent by a bleached blonde?

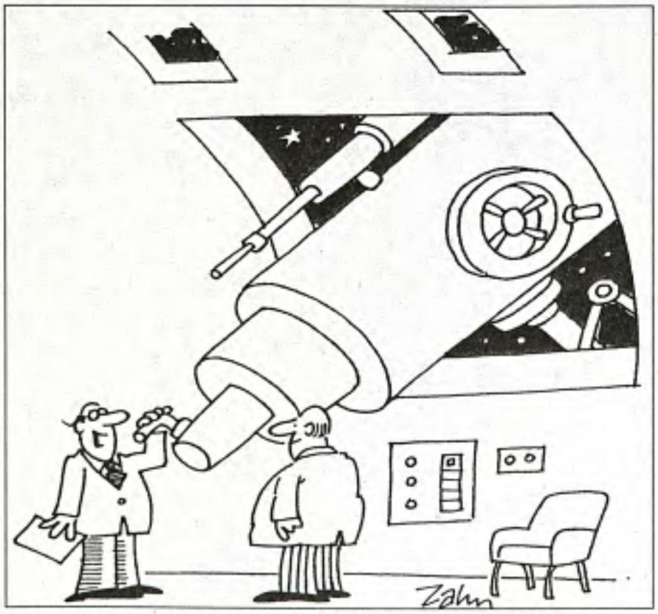
There's a stamp on it.

Little Gary
West Coast

"Make me the happiest man in the world, darling!" Mad Dog asked on bended knee.

So she agreed to $1,000 a month alimony and gave him a divorce.

Manny
Kings Beach, Calif.



"You're right, Parkerson—it does look like the asshole of the universe."

The efficiency expert concluded his lecture with these words of caution: "You don't want to try these techniques at home."

"Why not?" asked someone from the rear of the audience.

"I watched my wife's routine at breakfast for years," the expert explained. "She made lots of trips between the refrigerator, stove, table, and cabinets, often carrying just a single item at a time. 'Hon,' I suggested one morning, 'why don't you try carrying several things at once?'"

"Did it save time?"

"Actually, yes," said the expert. "It used to take her about 20 minutes to get breakfast on the table. Now I do it in seven."

Leo Cover
Potosi, Mo.

Why do skinny chicks tease their hair?

To keep their skirts from sliding off.

Slidey Brobbashy
Bakersfield, Calif.

The Yorkshire Ripper was being tried in court, and the judge was reading the charges against him. "You are charged with murdering a young woman with a ball-peen hammer," intoned the magistrate.

"Lousy bastard!" shouted a burly biker from the public gallery. The judge fixed him with a stony stare but continued.

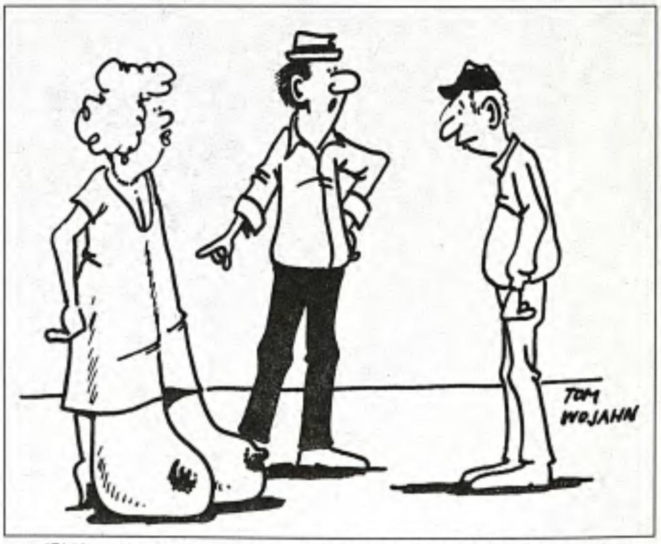
"You are also charged with murdering another young woman with a screwdriver."

"Fuckin' worthless sonuvabitch!" yelled the bro again from the gallery.

"Cut that out!" the judge warned the biker. "I can understand your disgust at the nature of the charges, but you cannot disrupt my court like this. Now, why all these outbursts?"

"Because," said the biker, "I've lived next to that miserable turd for 20 years, and whenever my bike would break down, I'd ask to borrow some tools, and he always told me he didn't have any!"

Klingon
The Empire



"Did I mention that my ol' lady was in the *Guinness Book of World Records*?"

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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TALKING TECH

Fond Of Fender

I just had my 1993 Springer Softail robbed from me, and I am planning to build a new Softail myself. I saw Joe Chavez's bike in the November 1995 issue (page 58). Could you please tell me who built that fender because that is the fender I must have.

I'm planning to use either a Pro-One or a Daytec Softail frame with a fat rear wheel. I've tried unsuccessfully to contact Billet Concepts to get information on how to build this fender or who built it.

Mike Carr
Webster, Texas

Call Tom at Damon's in Brea, California, (714) 990-1166 or Billet Concepts at (714) 538-8800.

Kicking Back

I have a 1995 FXSTS. Sometimes it sounds like the engine is kicking back during cranking. It does this when the engine is cold or at operating temperature. It doesn't make any difference if the enrichener is used.

One mechanic said it was backfire, but I don't think so. Another mechanic said it was the starter jackshaft kicking out. To me it sounds like the piston is just before TDC when it fires and pushes the piston back down before it can go over TDC. When it happens I am still holding the starter button in and the kick back completely stops it from cranking.

When I had the bike in for its 5,000-mile service I asked them to check the charging system. I thought it might be cranking too slowly due to a low battery charge, but the charging system checked okay. I had them check the carb adjustment, which has been jetted for a Screamin' Eagle Hi-Flow air cleaner and mufflers, and it was also okay. The timing was checked and it was dead on.

The dealer told me my problem was normal and not to worry. If it's normal, why doesn't it do it all the time and why don't other Harleys do it?

Do you think it would help if I went to a hotter coil and different ignition module? Also, what are the advantages or disadvantages to a single- or a dual-fire coil?

Lavar "Guero" Mathena
San Antonio, Texas

The condition you described could be caused by improper static timing (too advanced) or some glitch in the ignition module that would cause an out-of-phase ignition pulse to the plugs during crank mode. It could be as simple as a lean mixture. Either way, locate and fix the original problem before making any changes. You don't want to install some new trouble!

Single- and dual-fire are exactly that. One system fires one plug at a time. The other, as in stock H-D, fires both.

Unhappy Guy

I have a '93 FLHS. It's my impression that the '94 FLHR has the same frame as the '93 FLHS. I won't be happy until I have a great-looking front end like the FLHR.

What will it take to accomplish this?

Redfern
USA

Should work. Now, armed with that knowledge, all you need is half a Road King.

He's Sunk

I have a '70 kick/electric Sportster 900, and I sunk an intake valve. One shop said I need to install a new seat. Another says the head needs to be welded. Is it safe to weld on a rebuilt motor?

Billy Kay
Hopatcong, New Jersey

If you sunk a valve, it's a pretty good bet you need a new seat. The real question is whether or not the head, itself, is damaged. If the head is cracked or the seat register is wallowed out, the head needs to be welded, and yes, it's safe to do.

Hodgepodge Of Parts

I'm building a motor from parts that I got here and there.

The left case is a '47, 74-inch. The right case, I'm guessing '40 or earlier 61-inch (it has cast-in webs in the crankcase mouth). The flywheels, 74-inch (possibly Pan?), jugs, early Pan heads, early FLH Pans—both 74-inch.

Question 1: Do I turn down the flywheels to fit the 61-inch side and build up the oil scrapers on the 74-inch side? Or grind down the oil scraper on the 61-inch side? Which would be better?

Question 2: Do I go with a Knuckle or a Pan cam?

Question 3: The jugs and heads are internal oiling. Where and how can I drill and tap to put in the external oil lines in the jugs? Or the heads? If in the heads, do the oil passages run in the same places as the latter external oiling Pans?

If anybody has any helpful hints to help me put together my first Harley, they would be much appreciated.

Stephen Segan
South River, Ontario

Well, Steve, you could have started with a tougher project, but I'm not sure how. Question 1: Turn down the Knuck side flywheel. Question 2: Machine the tappet area to accept Pan tappet blocks and cam. Question 3: You'll need to tap the heads to oil from the cam cover. Recommendation 1: Get help. Recommendation 2: Enroll in therapy. Seriously, this is a difficult job, even for an experienced wrench. These parts have some good trading value, so make sure you know what you're doing. You don't want to ruin good parts.

Wants More Miles?

I have a 1996 FLSTC with an electronic speedometer/odometer. The speedometer started sticking so it was replaced under warranty when I took my bike in for its 500-mile service. Is there any way to add the miles from the old odometer to the new one?

R. Valdine
Kenner, Louisiana

The speedo on your bike has an electronic odometer. This is a change, and most shops are still on the learning curve with this kind of technology. The mileage can be "installed" by the vendor that manufactured the speedo. Check with your dealer and see if they can return the speedo for a mileage update.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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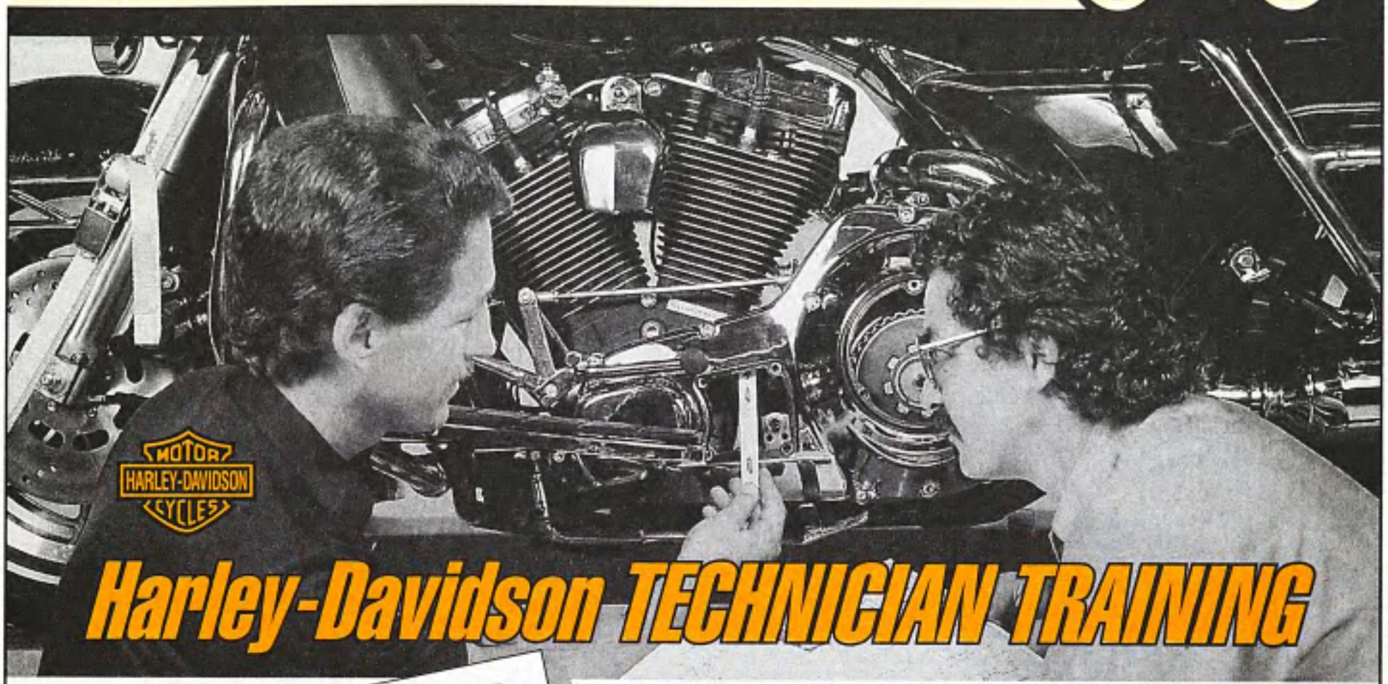

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F.I.G.H.T.® UPDATE

Public Burden Blueprint
What You Should Know

Helmet laws are often passed because just enough well-intentioned legislators feel that motorcycle accident victims represent a substantial cost to taxpayers, which could be avoided if all riders were required to wear helmets. However, they are deceived by helmet law advocates, and the deception continues in all states that use the public burden theory as a banner on which to hang pro-helmet sentiments. The following information was compiled by John Paliwoda of ABATE of California as a blueprint of the popular "public burden theory."

Helmet law advocates, the insurance industry, medical professionals, state and federal safety bureaucracy, and safety advocacy groups (who are almost entirely supported and funded by the insurance industry) learned many years ago that a frontal assault on "personal freedom" was not going to result in the enactment of helmet laws. So, alternate, more effective, methods were devised. According to Dr. Elizabeth McLaughlin, who appeared at a seminar organized to educate doctors and politicians on how to use the political process to legislatively advance their agendas, "It is relatively easy to counter all of the opponents' objections (except those rooted in 'personal freedom' arguments) with findings from research." McLaughlin, a longtime advocate for helmet laws, has generated a number of "societal cost" estimates for unhelmeted motorcycle accident victims.

When any cost data is analyzed, there are five conditions that must be considered for each set, if the data is to be used to express a direct and accurate cost to the state.

Each of the following questions must be answered completely, and all of their results applied to any legitimate cost analyses prepared as an attempt to determine what the accurate cost to the state is for unhelmeted motorcycle accident victims. No independent motorcycle accident cost analysis produced to date takes into consideration these extremely important variables:

• Were the victims not wearing helmets at the instant of the accident? Many studies actually do not separate helmeted victims from unhelmeted victims. Many accident reports, upon which studies are based, include "helmet use unknown" or "helmet came off during accident."

• Was the victim's head the only injury? Many studies report total medical costs for all injuries, and fail to compare only head injury costs. Including costs of other non-head injury related wounds invalidates any real attempt to identify accurate cost figures.

• Were the victims at fault? More than half of all motorcycle accidents continue to be caused by motorists who collide with motorcycle riders. If insurance payouts could be completely collected from at-fault motorists, whatever small amount of costs that might be borne by hospitals would be offset by payments from the insurance companies which provide insurance to the at-fault motorists.

• Were the victims insured? Bikers are no less, or more insured, than any other category of motorist. As with the last variable, the care-provider should be reimbursed by the insurer of the at-fault motorist.

• If the victims were helmeted, did their helmets contribute to their injury or was helmet use a contributing factor to their accident? Compliance with helmet laws is estimated at 99 percent in most states, and almost all of rider fatalities were wearing helmets at the time of their accident. Studies indicate that crano-facial damage may be caused by full-face helmets by the chin bar design, and even Jess Kraus' otherwise flawed UCLA Study reports that spinal cord injuries increased more than 500 percent in 1992, the first year of the California helmet law. Any cost analysis that does not take into consideration the cost of helmet use in many motorcycle accidents is not going to be accurate, or valid.

Any estimate that does not take into consideration the critical elements listed above is not a true representation, and cannot be relied upon to make public policy. The "public burden theory" is simply a less-than-truthful way of convincing elected officials to enact laws to control whatever safety advocates characterize as hazardous environments, in the name of taxpayer savings.

And so, the fight goes on. What can you do to help? Join your local motorcyclists' rights organizations and purchase a F.I.G.H.T.® kit today! Proceeds are used to defeat helmet laws in federal courts.

—Phantom

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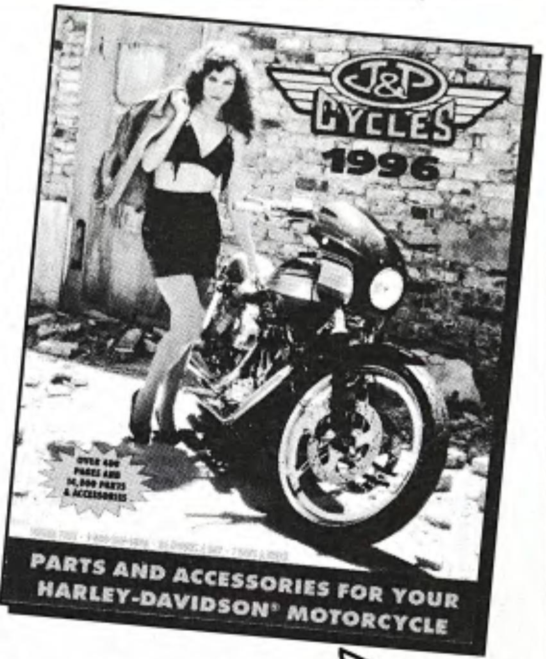

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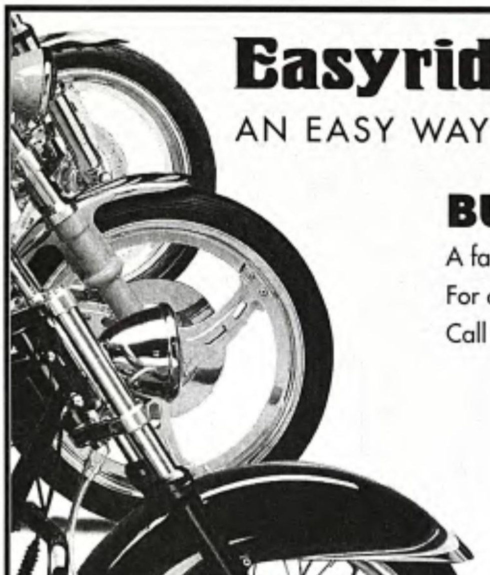

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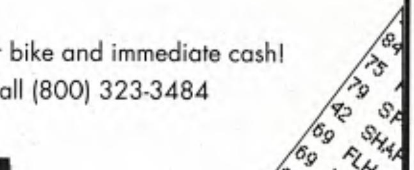
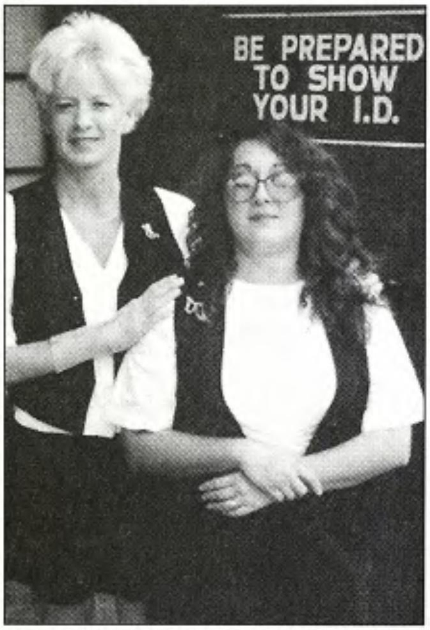


BROS CLUB NEWS



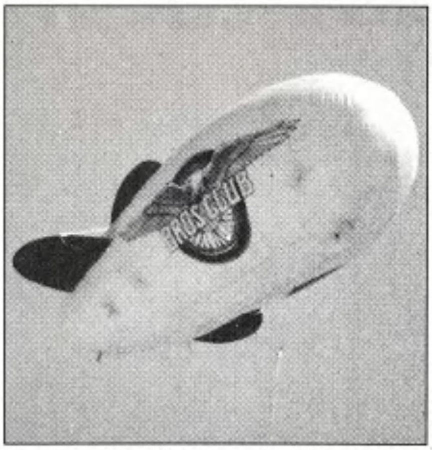
Here are Vicki and Vicki from Harry's Cocktail Bar in Pismo Beach, California. That's Vicki in front and Vicki in back.

A happy group of Bros at the Chillicothe, Ohio, *Easyriders* Rodeo, and it includes a celebrity—Clark Kent (that's him with the shirt and vest on the right, even though he looks like Lex Luther). Also pictured from left: Bebo Stoffregen, Papa Fritz, and friends.

Gallivanting Gregg
Cruises the Golden State

After finishing the Rodeo tour this year, I have been able to get around on my bike and put some miles behind me. In my travels I have met some more of you Bros Club Members. A few weeks ago, while at the Rock Store in the Malibu Mountains of SoCal, I was getting ready to ride on The Mayor's Run, a ride for Pediatric AIDS put on in Hawthorne, California (more on this next month), and I met a new member named Dennis Zine. Dennis is a columnist for a magazine called *The Thin Blue Line*. He said that he wants his readers to know more about the Bros Club. I also met Ned Kramer, a long-standing member who spends most of his free time promoting and helping coordinate the Southern California Multiple Sclerosis Run. The run is to be held in Los Angeles, California, San Diego, California, and Anchorage, Alaska, on May 5, 1996 (call 818-759-3134 for more info). If you're in one of those areas try to make it. We all know how good it feels to help those less fortunate than we are.

While I'm on the subject of charities, I'm very proud to tell you that the

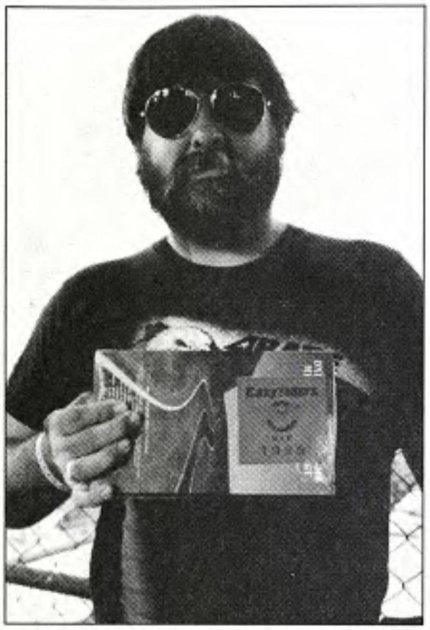


Look for our Bros Club balloon at all of our Rodeos to find out where the fun starts. This balloon endured some severe weather this last year.

Easyriders/Juvenile Diabetes Foundation Sweepstakes raised more than $113,000—all of which went to the JDF. It gives me a great feeling to be a part of this fine charity. I will be having just as good a feeling next year because it's official: we are doing it again. Just ask Hubert Midkiff from Ohio how good he feels about donating to the JDF. Hubert won the Road King in this year's sweepstakes.

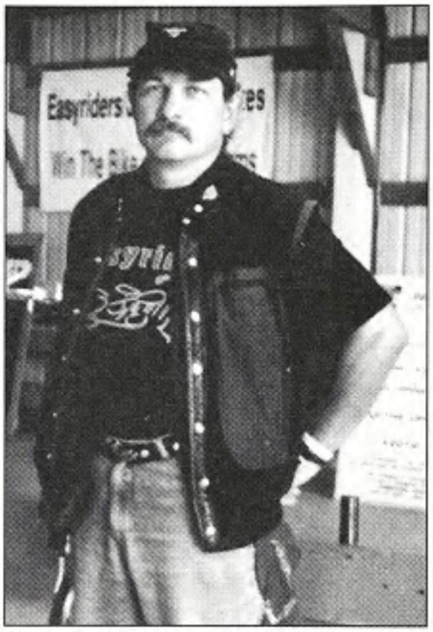
I went to the Love Ride for Muscular Dystrophy last weekend—the largest single-day event in motorcycling. While there, I spoke with one of our more famous Bros Club members, U.S. Senator Ben Nighthorse Campbell. He was saying that he hasn't run into many of you Bros Club members in the D.C. area, so why don't you members give him a call if you are within riding distance.

My travels have taken me to my class reunion in Northern California's town of Chester, where I grew up. On the way back to Southern California I decided to head through Reno, Nevada. Just as I saw Reno Harley-Davidson in the distance off the freeway, my Dyna Glide's engine started missing and making this horrible clatter. I was able to limp off the freeway and roll into the service area when it quit. Tim Conway (not *that* Tim Conway), a service advisor, came out to see what all the noise was. I told him that I was in a hurry to get home and he called Naill, the service manager, out for a listen. Naill listened and asked if I'd had lunch. I said no. He told me to go to lunch, and it would be ready when I got back. He and one of his mechanics, Phil-Bert, dropped everything to fix a pushrod that had collapsed. Naill said

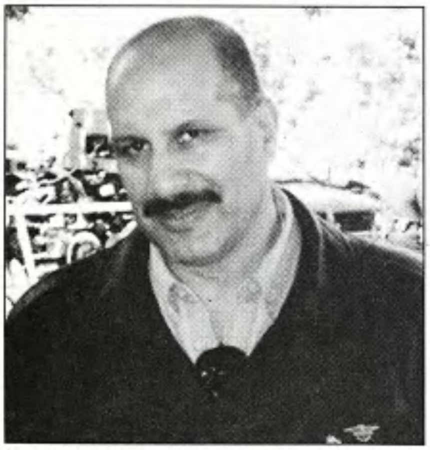


A happy (very) new Bros Club member and Bingo winner at the Morris, Illinois, *Easyriders* Rodeo. He was pretty excited, and I didn't get his name.

Bros member Todd Derringer from Seattle, Washington, at the Enumclaw *Easyriders* Rodeo. He rides an 1988 FXSP and owns a furniture store.



Charter Bros Club member Roland Oddera from Simpson, Illinois. Roland rides a mild custom 1989 Springer Softail and works in a power plant.



New Bros Club member Dennis Zine at the Rock Store in Malibu, California. Dennis is a columnist for *The Thin Blue Line*.

Ned Krammer, a Bros Club member from Panorama City, California. Ned is one of the organizers of the SoCal Multiple Sclerosis Benefit Run.

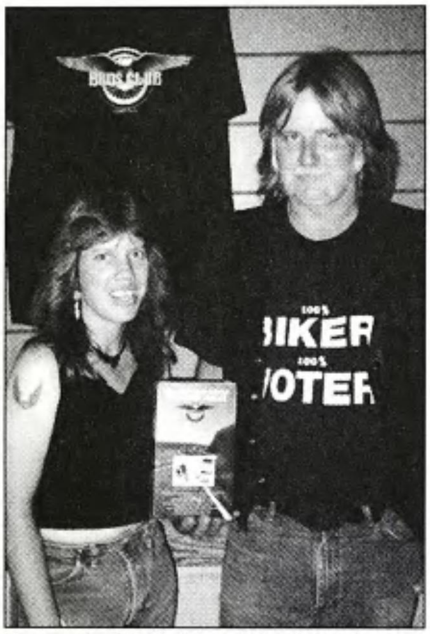
that my fancy Taperlite pushrods threw him a little at first, but no problem. They sure do make cam changes quick, though, Naill! Thanks, guys.

From there I got on my bike and rode it straight home down Highway 395, stopping only for gas. (I said I was in a hurry!) Well, actually, I did make one more stop at the request of a California Highway Patrolman, who, after some discussion, decided to let me go with a warning: "Man, if you hit one of these deer up here it's going to be all over for both of you!" Thanks, officer. Sorry I didn't get your name.

The next weekend I decided to do as much riding as I could using *Ridin' With Rip*—our Bros Club travel guide—to plan stops. I decided to ride up to Santa Clarita Valley Motor Cycle Center; it was a good thing that I called first because they had moved up the road to Acton, California, and hadn't called the Bros Club to change their address in the book. It was worth the ride because Al Klien had some good stories to tell, and he was working on a very nice Panhead restoration that may find its way into one of our sister publications, *Early-Riders*. From there I decided to head up the California coast to Pismo Beach, about a two-hour ride from my house. I wanted to visit one of the establishments listed in the *Ridin' With Rip book*, "Harry's Cocktail Bar," located right in downtown Pismo Beach about a half a block from the pier. Before I left I called my friend and fellow Bros Club member Bob White (Bob is the inventor and producer of the Whitek fuel injection system I have on my bike). Bob and his wife, Jean, met me at Harry's. Harry's is owned by the mayor of Pismo Beach, but his name isn't Harry. While there we met a very friendly barmaid named Vicki who introduced us to her coworker Vicki (it wasn't hard to remember their names). After quenching our thirst, Bob and Jean said they knew of a couple more places that I might like to see.

We stopped in Avila Beach at "The Avila Beach Lighthouse" where Lois waited on us and poured me a nice →

BROS CLUB NEWS



New member Tim Frakes and his wife,Val, from Rohnert Park, Calif., at the Santa Rosa *Easyriders* Rodeo. He rides a 1953 show-quality Panhead.

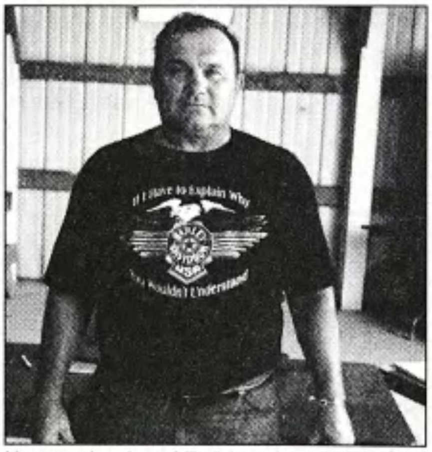
New member Remi Proulx from Palm Springs, Calif., at the Costa Mesa *Easyriders* Rodeo. Remi looks familiar, maybe it's his long hair and beard!

Two-year member Ron Snope from Gig Harbor, Washington, with his wife, Karen, at the Enumclaw *Easyriders* Rodeo. Ron rides a 1978 FLH.

stiff drink. The Lighthouse has plenty of parking right in front, so you can park yourself at the bar and watch your bike (and other beach sights) through the window in front. They have pool tables for those not into taking in the scenery. From there we went up the road to "Mothers Tavern" where we had a couple more beers and dinner before I had to get back on the road.

I got a letter and a CD from one of our members named Matt Garbo (from Clifton, New Jersey). Matt has just come out with this CD called "I'm Alive and I'm Free;" it's worth giving a listen to. You can call Matt at (201) 473-0986 for more information. The press release he sent said that the songs were written and recorded so when played on a hi-fi system at max volume they will activate certain endorphins in the brain to produce a euphoric state of mind. I didn't play them that loud (I was alone).

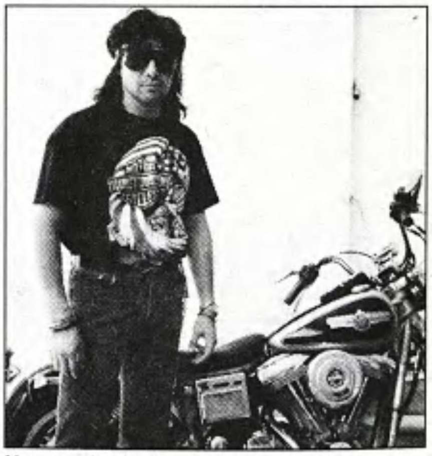
By the time this column gets to the newsstand we will have completed three bike shows: Anaheim, California; Charlotte, North Carolina; and Columbus, Ohio. We will be getting close to the Rodeo tour; we don't have the schedule for the Rodeos yet, but I do know we will be back in Fowlerville,



New member, Larry Mikulich, at the Morris, Illinois, *Easyriders* Rodeo. Larry rides a 1995 FLTC and is an outside power line crew leader.

Michigan, and then Middletown, New York, on the fourth of July (most of you at the Greenwich, New York, Rodeo last year were asking if we were going back to Middletown, so now it's official), Morris, Illinois, and, of course, we will be back at Chillicothe, Ohio. Watch our magazines for dates.

Two new stores are open, Capitol *Easyriders* in Gaithersburg, Maryland, and *Easyriders* of New Orleans. Stop in and say hi. Al Crandell at Capitol

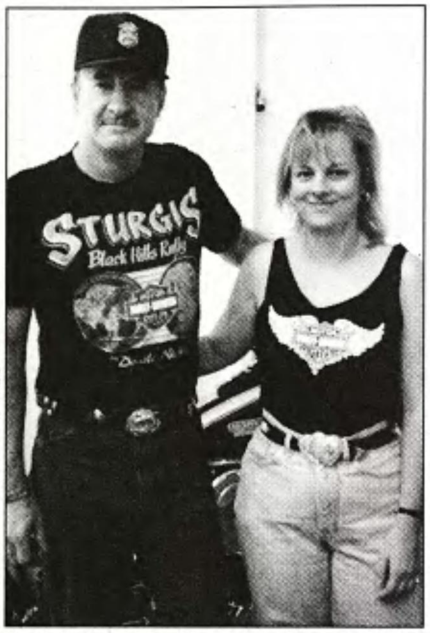


New member Louie Balboa from La Palma, California, at the *Easyriders* Costa Mesa Rodeo in front of my bike in the Bros Club booth.

Easyriders will even buy you donuts and coffee.

Keep an eye on your mailbox for important Bros Club information.

I know you Bros Club members had a good time this year and would love to share your memories. You can do this by sending me some of your pictures and letters of your riding experiences. I know that most of you went to Daytona, Sturgis, some of our Rodeos, or some other great party so turn loose



Photos: Cathie Stich and Gregg Daniel

New member Richard Lamb from Redondo Beach, California, with his lady at the Costa Mesa *Easyriders* Rodeo. Is that a badge on his hat?

of some of those photos. I'll even send them back if you send me a stamped, self-addressed envelope. Photos should be good, in-focus, black and white or color prints (any size) and/or color slides (35 mm, 2 ¼, 4 x 5, 6 x 7, or any format up to and including 8 x 10). Whatever the subject matter is, photos should include Bros Club members doing their thing and enjoying their lifestyle. Please include brief caption info describing what is going on in the photo. If there is a shop in the photo include its name. We'll pay $30 for each photo printed. Please include patches, signs, identifiable *Easyriders* and affiliated magazine logos. Label each photo with your name, address, occupation, types of Harleys that you ride, and your Bros Club number. Again, if you want your photos returned, please include a SASE. Make sure that you look for me at *Easyriders* functions, and watch for more *Easyriders* store openings.

—*Gregg*

Send your photos and letters to:
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Attention Gregg Daniel
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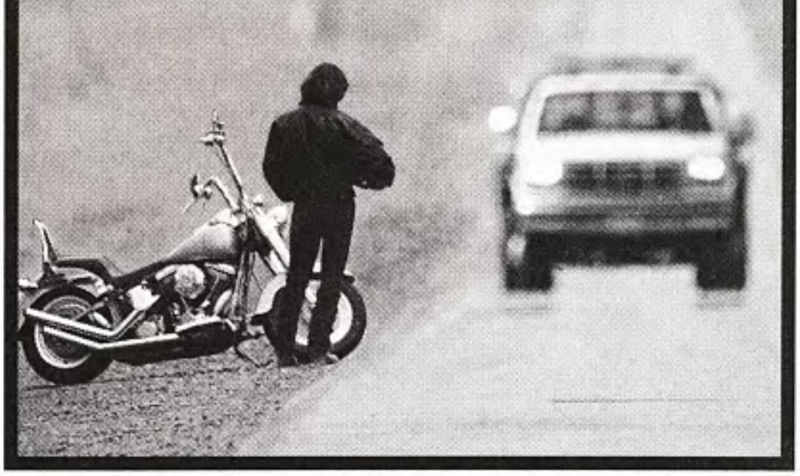
- ***The NEW "Ridin' With Rip II", our roving reporters guide to the best spots (and hotspots) across the country.***



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WHAT'S HAPPENING

ARKANSAS
ABATE Dist.1 Vintage Bike Show & Swap
Date: February 18
Place: Memphis Flea Market, Little Rock
Info: (510) 988-1480

CALIFORNIA
Vietnam Vets MC Vung Tau Spring Run
Date: March 31
Place: Camarillo Springs
Info: Pharoah (805) 584-3142, Buff (805) 484-8760

COLORADO
18th Annual Colorado Show & Swap Meet
Date: February 3-4
Place: Denver's National Stock Complex.
Info: Jack Portice, P.O. Box 59, Como, CO

ABATE Dist. 11 Saint Patrick's Day Party
Date: March 9
Place: VFW post in Buena Vista
Info: Tim (719) 395-8733/Cheryl (719) 942-4395

16th Annual Rocky Mountain Show & Swap
Date: March 16, 17
Place: Boulder County Fairgrounds, Longmont
Info: (970) 669-5585

FLORIDA
Daytona Bike Week
Date: March 1-10. See the Pre-Daytona guide beginning on page 90 of this issue

Brothers Of The Third Wheel Trike-in
Date: March 8
Info: Larry (801) 781-0310

Bike Week Motorcycle Auction
Date: March 4-8
Place: Daytona Beach
Info: (612) 633-9655

ABATE Of Fla.'s Bike Week '96 Campground
Dates: March 1 (opens noon) - March 10 (closes noon)
Place: Volusia County Fairgrounds
Info: 27 acres, hot showers, firewood, band vendors, more. Call (407) 668-5006

Fun In The Sun Bike Week Poker Run
Date: March 10
Place: Fla. Keys. Run starts from Snooks Bayside
Info: Dennis (305) 872-1651

GEORGIA
Frosty Balls Run
Date: February 3
Info: (404) 294-8900

GAMPAC Swap Meet
(to raise money for helmet law repeal)
Date: February 25
Place: Henderson's Arena, Atlanta.
Info: Lee Richardson (706) 342-4543

Run to the Sun
Date: March 1-3
Place: Dublin
Info: (404) 294-8900

ABATE District 10 Chili Cook-off
Place: Dublin
Date: March 16-17
Info: (404) 294-8900

ABATE Dist. 2 & Wingmen MC Swap Meet
Date: March 23
Place: Gainesville
Info: (404) 294-8900

ABATE District 3 Poker Run
Date: March 31
Place: Acworth
Info: (404) 294-8900

ILLINOIS
M/C Parts Extravaganza/Bike Show
Date: February 24-25
Place: McCormick Place, Chicago
Info: (319) 462-6011

ABATE S. Suburban Chapter Blood Drive
Date: March 17
Place: Tinley Park
Info: P.O. Box 142, Tinley Park, IL 60477

IOWA
M/C Parts Extravaganza
Date: March 10
Place: Hawkeye Downs Fairgrounds, Cedar Rapids
Info: (319) 462-6011

MASSACHUSETTS
M/C Parts Extravaganza
Date: March 31
Place: Bayside Expo Center.
Info (319) 462-6011

MICHIGAN
Giant M/C Swap Meet
Place: Grand Center, Grand Rapids
Date: March 31
Info: (800) 968-4242

MINNESOTA
M/C Parts Extravaganza
Date: March 3
Place: St. Paul Civic Center
Info (319) 462-6011

MISSOURI
M/C Parts Extravaganza
Date: March 24
Place: American Royal Complex, Kansas City
Info: (319) 462-6011

NEW JERSEY
Swap Meet/Monmouth Shore Points 50th Anniv.
Date: March 31
Info: (908) 458-6523 after 5 p.m. EST

OHIO
4th Annual Pa.-Ohio Swap Meet
Date: February 11
Place: Yankee Lake Ballroom, Brookfield
Info: (412) 588-4559

OKLAHOMA
ABATE of Muskogee Swap/Tattoo Contest
Date: February 25
Place: National Guard Armory
Info: (918) 682-4060

NORTH CAROLINA
Bike Show & Swap Meet
Date: March 17
Place: Dixie Classic Fairgrounds
Info: (910) 643-1367

PENNSYLVANIA
8th Annual M/C Parts Extravaganza
Date: March 17
Place: Farm Show Complex, Harrisburg
Info: (319) 462-6011

SOUTH DAKOTA
ABATE of Sioux Falls Swap & Show
Date: March 23-24
Place: Ramkota Inn
Info: (605) 335-2236

TEXAS
19th St. Valentines Day Massacre Run
Date: February 16-18
Place: Medina County Fairgrounds, Hondo.
Info: Tool Man, (210) 624-3674
Registration info: (210) 654-0507

5th Annual Motorcycle Expo
Date: February 18
Place: Waco Convention Center
Info: Bob Bagwell (214) 216-5520

16th Annual M/C Races & Swap Meet
Date: February 25
Place: Devils Bowl Speedway, Mesquite (Dallas)
Info: Bob Bagwell (214) 216-5520

8th Annual Motorcycle Expo
Date: March 17
Place: Arlington Convention Center
Info: Bob Bagwell (214) 216-5520

WISCONSIN
M/C Swap Meet
Date: February 4
Place: Downtown Civic Center, Eau Claire
Info: (715) 834-8389

14th Annual M/C Parts Extravaganza
Date: February 11
Place: Mecca Convention Center, Milwaukee.
Info: (319) 462-6011

Midwest Biker Productions swap meet
Date: March 16
Place: Steven's Point
Info: (715) 453- 8544

Midwest Biker Productions Swap Meet
Date: March 31
Place: Green Bay
Info: (715) 453- 8544

VIRGINIA
B&R Productions Swap Meet
Date: March 9-10, 15-16
Place: Boston's MC Cafe
Info: (804) 742-5137

ALL-HARLEY DRAG RACING
For listings, features, and info look for our new performance magazine, *Quick Throttle*, on newsstands now. AMRA: (708) 250-0838; ECRA: (609) 652-1159; AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

8th Annual $35,000
Easyriders Invitational Bike Show
Columbus, Ohio
Veterans Memorial
February 16-18
For more info call Kari: (818) 597-2686

To have your events listed, get the information to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happening, P.O. Box 3000, Agoura Hills, CA 91376-3000, or fax: (818) 889-1252.

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TRIUMPH

1950 TRIUMPH **ROADBLASTER**

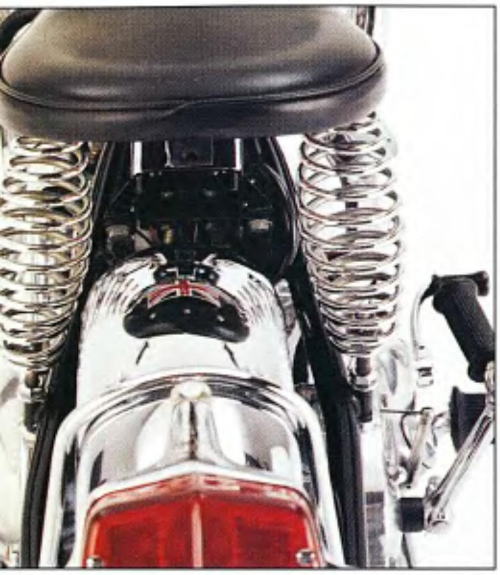
BOBBED AND FLAMED BRITISH HOT ROD

Many a Harley rider threw his leg over a Brit bike before the Milwaukee maidens ruled the roads. It could have been a Beezer, a snortin' Norton, a Matchless, or a Velocette, but most likely it was a Trumpet (aka Triumph), the valiant British vertical twin that in the '50s and '60s literally meant motorcycle. The famed Bonneville was the best known of all. Triumph has always held its special place in the hearts of enthusiasts, and today the new Trumpets are selling like hotcakes and getting rave reviews for coolness and performance.

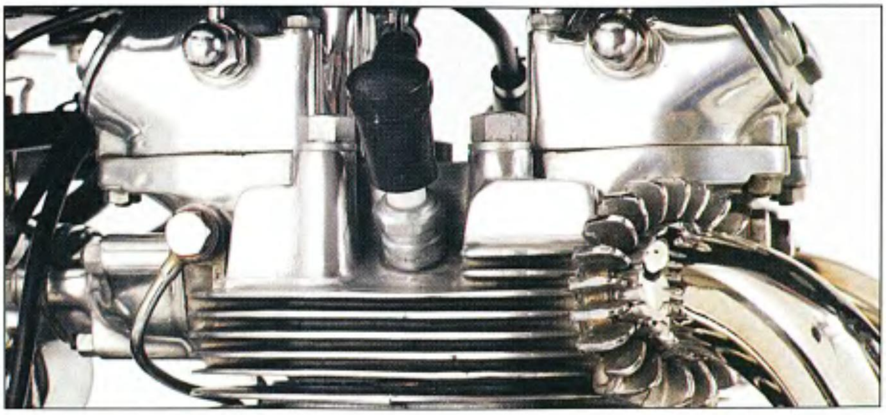
The same high sign goes for Clark and Teri Taylor's reborn 1950 hot rod that prowls North Highlands, California. "My first bike was a Francis-Barnett back in '54," says Clark. "I rode British bikes in high school, the F-B and a Velocette. I gave them a custom treatment with bobbed fenders and stripped tanks. When I grew up, I really wanted to build bikes like I wished for as a teenager. →

Today, I can make those old dream bikes come true. This particular Triumph, a 1950 500cc Triumph Trophy with sprung hub suspension, is kind of a rare bird with aluminum barrels, originally a high pipe, scrambler model. I found it at an old Brit bike dealer in Salt Lake City called Triumph West. The owner, Tom Mehelnes, had originally sold the bike new, and got it back after the owner had thrashed it in the desert.

"I bugged Tom into rebuilding the



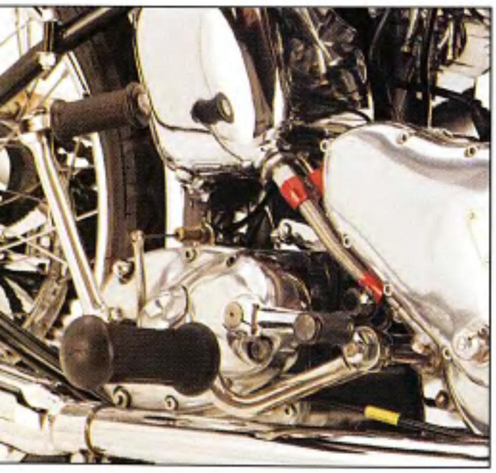
engine, which he did, with a one-over bore. He also refurbished the clutch and tranny, and now it's mechanical perfection. It starts on the first kick, but riding it can be a little hairy because there has been no modification to the stock sprung-hub suspension. I tend to stay upright, leisurely rolling around corners. The rest of the bike sports all period pieces, no reproduction pieces; all the vintage speed parts came out of Tom's collection. You could liken it to a '32 Ford customized in the fifties. My wife, Teri, and I used several tubes of Simichrome polishing



all the shiny alloy you see in the pictures.

"A dentist friend helped by using his special tools; for instance, he drilled out the brass inspection plate on the case, no Novocain or nothing," joked Clark, who called on Joe Cook in Sacramento to spray the classic black paint and multi-colored flame job. "We wanted to recreate the classic fifties look."

Very much into riding his Trumpet blast from the past, Clark sums it up by saying, "It goes down the road pretty well, shifting smoothly. It seems to strike a chord with most people so →



I like showing it at events, along with several other Triumphs of different displacement I've built, all with the hot rod flavor. I grew up riding Brit, and I stayed with them. I've noticed it brings back memories in the eyes of the more vintage riders, like myself, who are graying into the fifties. Building and riding a bike from your youth has a way of pumping up some extra horsepower, so you could say these hot rod bikes are a form of rejuvenation. Like they say, the ride never ends. Especially with a hot rod Triumph."

—Grimy Limey

Owners:	Teri and Clark Taylor
City:	North Highlands, California

General

Fabrication:	Tom Mehelnes
Year and make:	1950 Triumph
Model:	Trophy
Value:	lots of pounds Sterling
Chroming:	Sherm's Plating, Sacramento

Engine

Year:	1950
Rebuilder:	Tom Mehelnes
Ignition:	magneto/points
Displacement:	500cc
Lower end:	stock Triumph rebuilt
Pistons:	Hepolite .010 bore
Cases:	original
Heads:	original
Cam:	Triumph
Carb(s):	Amal
Pipes:	NOS
Mufflers:	Bubb Engineering
Modifications:	none

Transmission

Year:	1950 Pre-unit
Modifications:	stock rebuild

Painting

Molding:	leaded-in tank
Painter:	Joe Cook
Color/type:	black/enamel
Special paint:	multi-color flames

Frame

Year:	1950
Builder:	Triumph
Modifications:	chrome sprung hub

Accessories

Bars:	NOS
Fender(s):	bobbed aluminum NOS
Headlight:	Lucas Triumph
Taillight:	Speed Twin
Speedo:	Smith's
Pegs:	rubber
Electrics:	Lucas magneto
Gas tank:	2.5-gallon
Oil tank:	chromed
Primary cover:	polished aluminum
Seat:	Bates
Mirrors:	none
Grips:	gran turismo

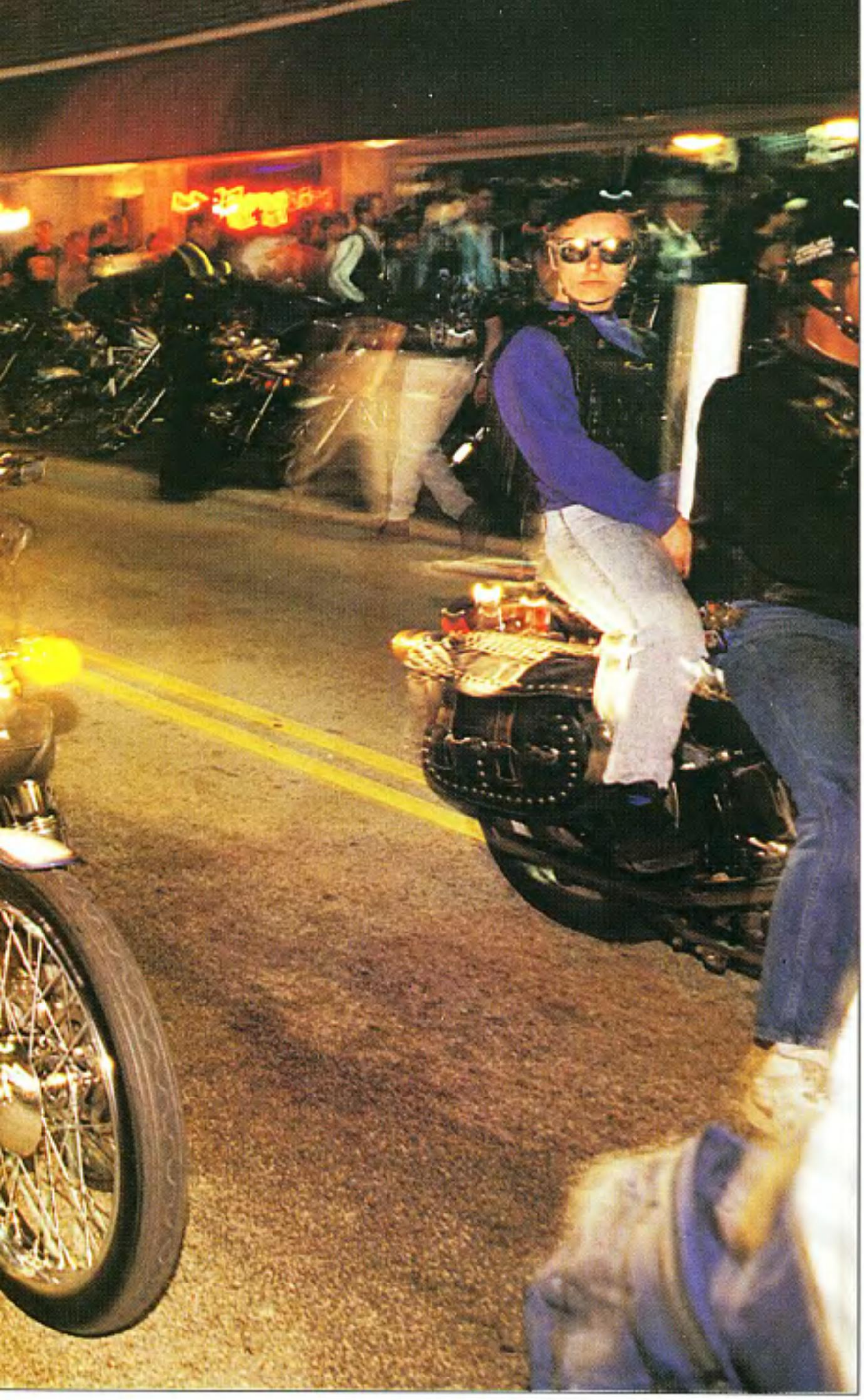
Forks

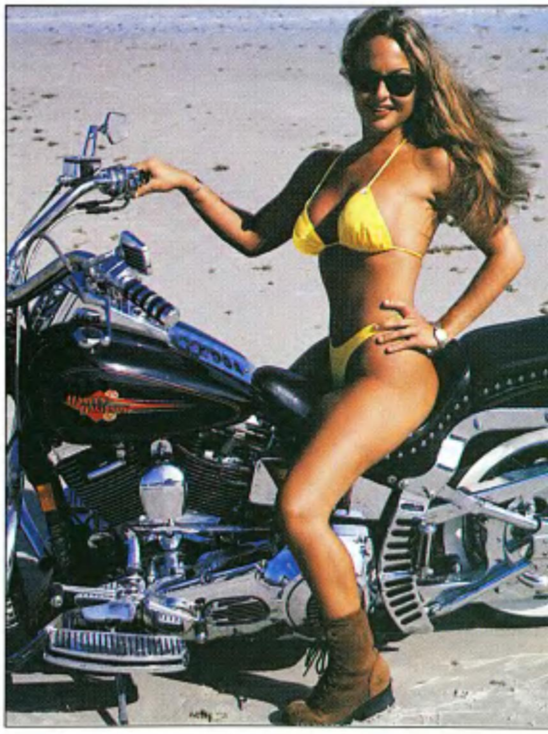
Type:	telescopic
Builder:	Tom Mehelnes
Modifications:	polished

Wheels

Front:	chromed, 19-inch, Avon, drum
Rear:	chromed, 18-inch, Avon, drum
Photos:	Raiko Hartman

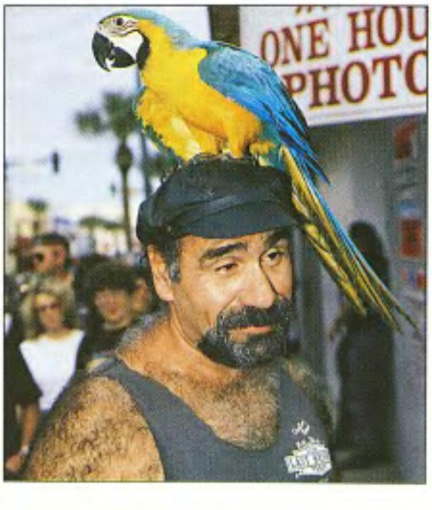
BIKETOBE





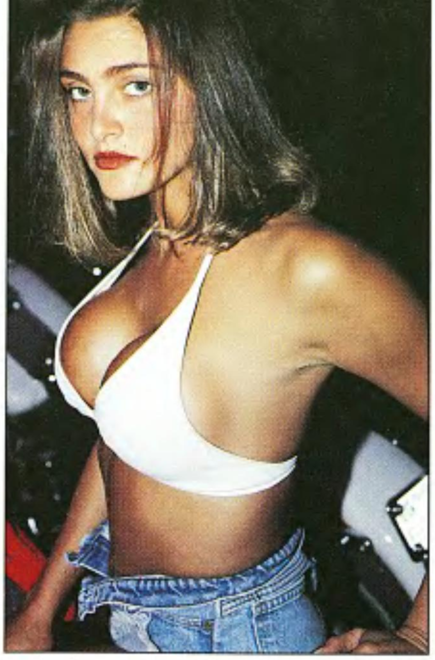
RFEST

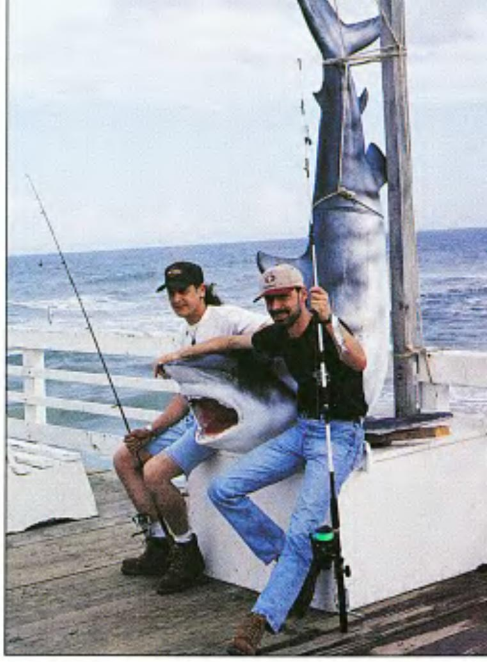
A QUIETER AND GENTLER BIKE WEEK



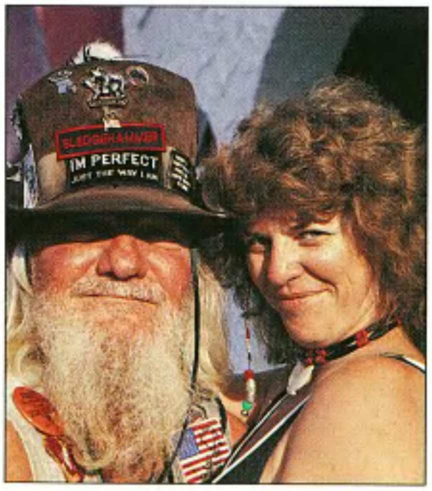
Comparing Daytona Beach's Biketoberfest to its Bike Week festivities is sorta like comparing a game of scrabble to the Boston Tea Party. Any way you look at it, Biketoberfest—to quote one of its founders—is "a quieter and gentler Bike Week." Held annually the third weekend of October (and officially beginning the Thursday before the weekend), the four-year-old event may be tamer than its springtime, all-hell's-busting-loose counterpart, but it does offer scooter jockeys one last road-blast in sunnier climes before hauling ass back to the cave for winter wrenching.

This past fourth annual Biketoberfest (held October 19-21, 1995) boasted

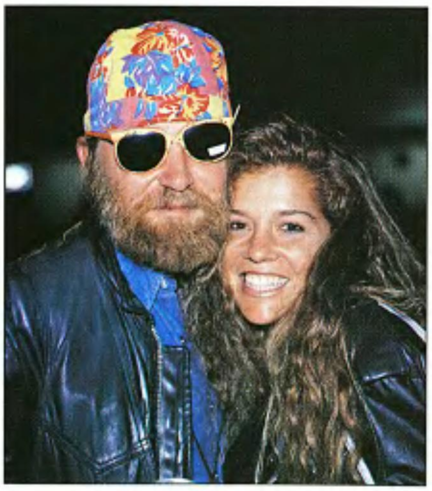




the usual combo plate of goings-on: Amid sidewalk vendors and a steady stream of scooters, live bands rocked downtown Daytona's Riverfront Park. The Iron Horse Saloon served up Motorcycle Olympics, Wall of Death, midget-motorcycle races, leather vendors, jousting, live music and plenty of suds. Jackson Hole Saloon (Ormond Beach) held an antique motorcycle show and wet T-shirt contest on Saturday, and a kick-ass blues concert on Sunday. The Squeeze Inn Pub (Port Orange) packed them in with free draft (4-5 p.m. daily) and free barbecue grub between 4-5 p.m. on Sunday. Gilly's Pub 44 (New Smyrna Beach), another time-tested Bike

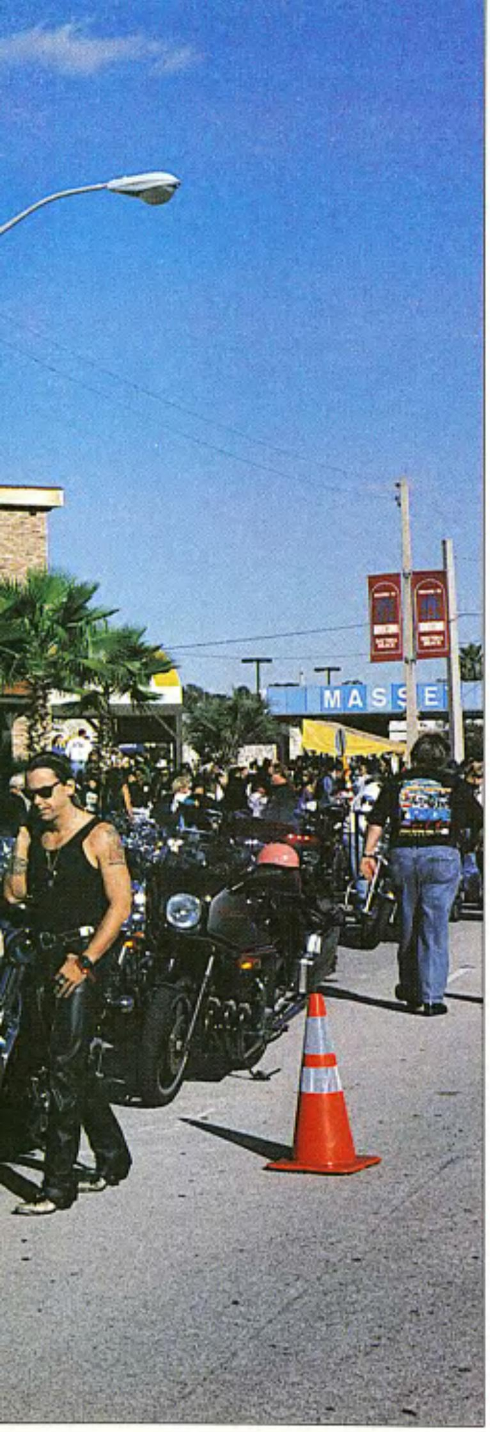


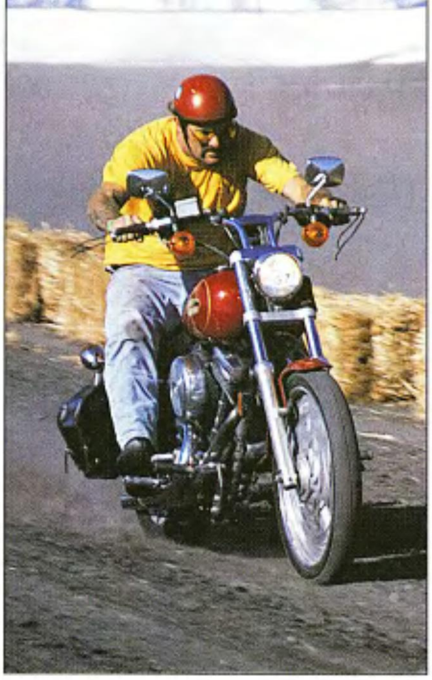
Week veteran, put on one hellacious Biketoberfest Blowout Party by cranking out live bands, giveaways, rodeo games, a pig roast, and a righteous-as-ever outdoor concert. Blondie's Rack-n-Ribs (Port Orange) ran weekend-long bike shows, eight-ball tourneys, and tattoo contests. Daytona's *Easyriders* Store—located right in the heart of all the action on Main Street—held its own pig roast, served up free barbecue grub for Bros Club members, and launched daily runs. The Cabbage Patch (Samsula), another hawg-storic landmark, stepped up to the plate with free camping, live tunes, vendors, and their not-for-the-faint-of-heart Coleslaw Wrestling. →



Meanwhile, back at Daytona Beach, the Cheap Whiskey Band jammed away at Kokomo's—on the beach—within earshot of the Boardwalk Bike Show. And for the Huns at heart, a German feast at the Sandpiper Lounge (in Flagler Beach Coastal V-Twin, Ormond Beach) marked the final stop of the Love Center's Benefit Poker Run, which helped the homeless and needy.

On the racing front, the American Motorcycle Institute (AMI) showed its Biketoberfest best by kicking down free Superbike Dyno Tuning on Saturday night (from 5 p.m. until midnight). And the Harley-Davidson Twin Sports World Final and North

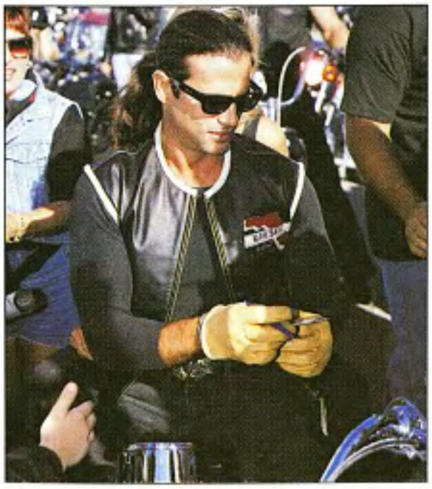




American Superbike Championship Final Rounds lit up the Daytona International Speedway.

While Canal Street in New Smyrna Beach saw its share of G-rated Harley drill team entertainment, "Kiss a Hog" contests, martial arts exhibits, and their locally renowned bed races, New Smyrna Beach Speedway held a motorcycle demolition derby. In addition to being Grand Marshal of Easter Seals' Ride For Life, scooter-riding celeb Lorenzo Lamas, star of TV's *Renegade*, led Biketoberfest's final parade.

Although the less-crowded streets made for more scenic putts and less hassles, Bike Week's 99 percent



Harleys-only status was diluted by a good 50 percent at Biketoberfest. Massive burn-out contests—a long-standing Bike Week tradition—were nowhere to be found at Biketoberfest. Also, the righteous iron maidens of yesteryear—Flatheads, Knuckleheads, Pans, generator-Shovelheads, iron Sporties (just about anything pre-Evo) were for the most part conspicuously absent. Then again, riding cross-country for Bike Week to kick off spring is steep competition for a fledgling four-day event that has a cold winter breathin' down its neck and one historically righteous act to follow.

—Clay Dog →

PRE-BIKETOBERFEST GUIDE

If you're planning on making Biketoberfest [Oct. 17-20,1996] this fall, ya might wanna hang onto the following information ...

Motorcycle Olympics
(Wall of Death, leather vendors, jousting and live music)
Iron Horse Saloon
1068 N. U.S. Highway 1
Ormond Beach (904) 677-1550

Superbike Dyno Tuning
American Motorcycle Institute
3042 W. International Speedway Blvd.
Daytona Beach (904) 255-0295

Live Concert
Bank and Blues Club
701 Main St.
Daytona Beach (904) 257-9272

Biketoberfest Bash, Bands, Burgers, and Brujahs
Riverfront Park
(across from Daytona H-D)
Beach St., Downtown Daytona
Daytona Beach (904) 253-2453

Fall Cycle Scene Motorcycle Races
(H-D Twinsports World Final and North American Superbike Championship Finals)
Daytona International Speedway
1801 W. International Speedway Blvd.
Daytona Beach (904) 253-7223

Biketoberfest Celebration
(Wet T-shirt contest, daily blues bands, antique bike show)
Jackson Hole Saloon
1081 N. U.S. Highway 1
Ormond Beach (904) 673-6996

Miss Boottober Beauty Contest
(also Biggest Beer Belly Contest)
Boot Hill Saloon
310 Main St.
Daytona Beach (904) 258-9506

Live Band
Bulow RV Resort
3345 Old Kings Road
(south of S.R. 100)
Flagler Beach (904) 439-9200

Biketoberfest Blowout!
Gilly's Pub 44
1889 Hwy. 44
New Smyrna Beach (904) 428-6523

Biketoberfest Bash-N-BBQ
Squeeze Inn Pub
5005 S. Ridgewood Ave.
Port Orange (904) 760-2564

Biketoberfest Celebration
(Bike shows, tat contests, 8-ball tourneys)
Blondie's Rack-N-Ribs
5660 S. Ridgewood Ave.
Port Orange (904) 756-3110

Biketoberfest Party
White Eagle Lounge
U.S.1 & Old Dixie Hwy.
Korona (904) 437-2341

Biketoberfest Events
Fireside Bar
1481 N. U.S. 1
Ormond Beach (904) 676-2552

Main Street Rally
(vendors, music, food, and drink)
Main St.
Daytona Beach (904) 252-1922

Easyriders Events
(free BBQ for Bros Club members rally, and runs)
Easyriders
605 Main St.
Daytona Beach (904) 238-1645

Biketoberfest Shindigs
Cabbage Patch
(Home of Slaw Wrestling)
549 Tomoka Farms Rd. (S.R. 415 & 4118)
Samsula (904) 427-9751

Boardwalk Bike Show
(Major Headliner Band!)
Kokomo's On The Beach
Daytona Beach (904) 254-8200

Smileyfest '96
Smiley's Tap
Free Fish Fry (Fri. Oct. 18,'96)
Free steak dinners (or T-shirt) for blood donors to the Red Cross Blood Drive/Pig Roast (Sun., Oct. 20, '96)
1165 N. U.S. Hwy. 1
Ormond Beach (904) 677-9500

Biketoberfest Motorcycle Expo
Ride-In Bike Show (Oct.17-20, '96)
Ocean Center Exhibit Hall
101 N. Atlantic Ave.
(one block north of Main St.)
Daytona Beach (1-800-600-7927)

Biketoberfest Block Party
(Everything under the sun!)
Canal St.
New Smyrna Beach (904) 427-6001

Main Street '96 Ride-In Bike Show
Daytona H-D Annex
510 Main St.
Daytona Beach (904) 257-2555

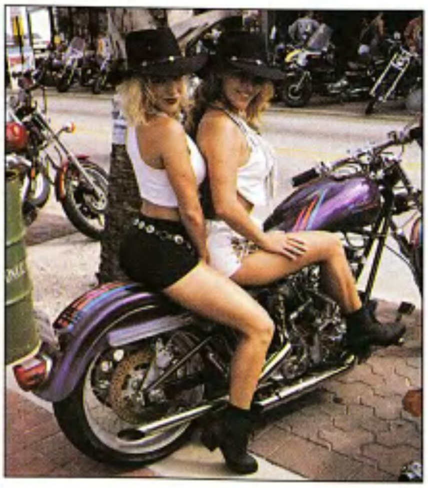
Daytona Harley-Davidson's
"Ride For Life"
Daytona H-D
290 N. Beach St.
Daytona Beach (904) 253-2453

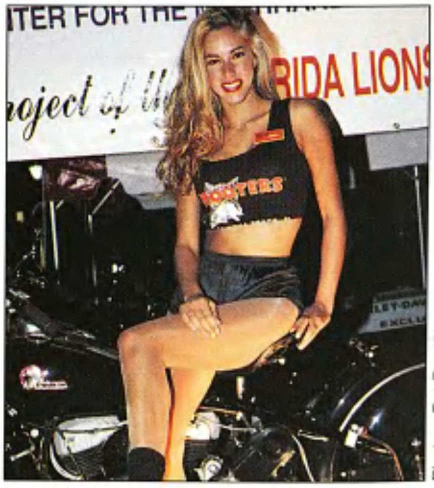
Free Fun Run
(through countryside to Jackson Hole Saloon)
Russell's Cycle Care
2514 N. Dixie Freeway
New Smyrna Beach (904) 427-6001

Motorcycle Demolition Derby
New Smyrna Speedway
U.S. Hwy. 44 & S.R.415
New Smyrna Beach (904) 427-4129

Benefit Poker Run
(German feast and live music; benefits the Love Center, which helps the needy and hungry)
Sandpiper Lounge
Flagler Beach Coastal V-Twin
500 S. Yonge St.
Ormond Beach (904) 672-6023

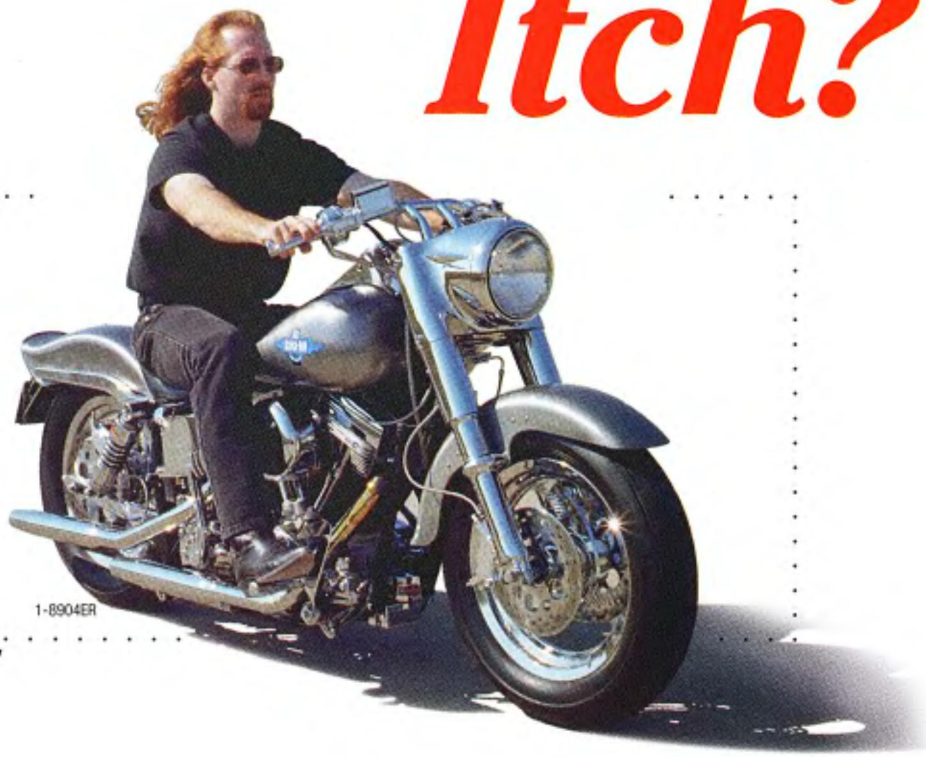
Coming Together Parade
(by ABATE & City Of Daytona Beach Shores)
(904) 625-6353





Photos: Pat Randle

Got An *Itch?*



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Scratch This!

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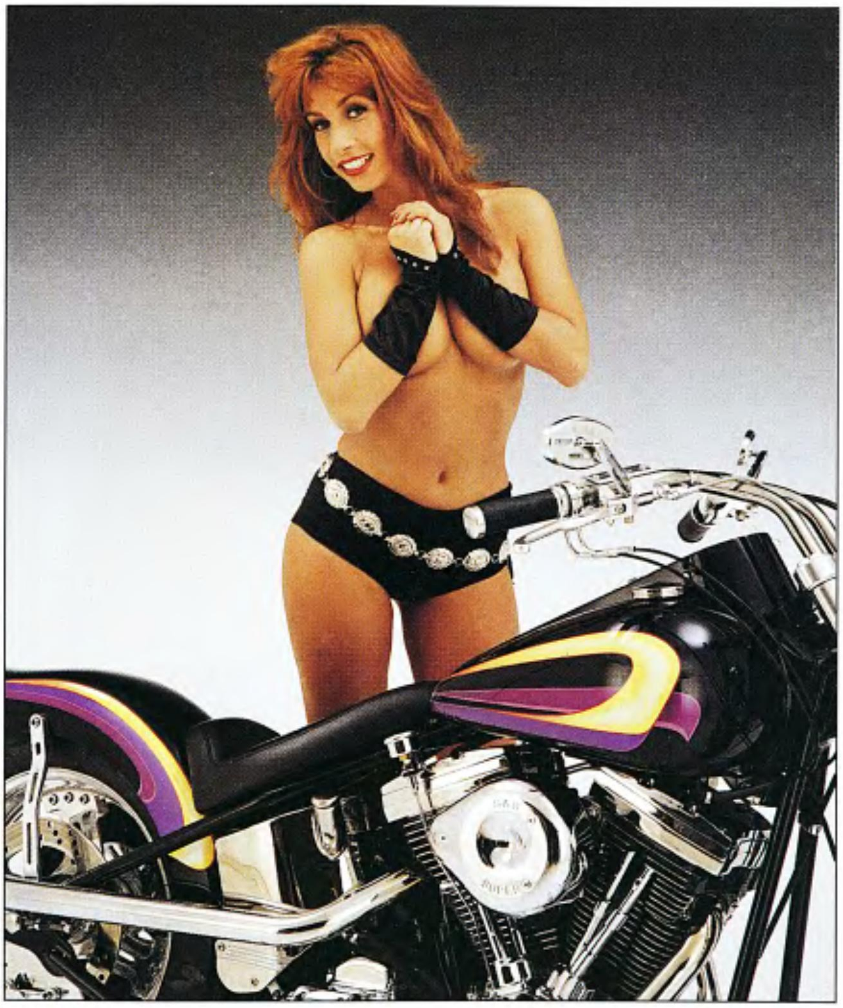
HOLLYWOOD HARDTAIL



ANGY'S EXCELLENT ADVENTURE

The five-foot-six redhead fidgeted with her handbag, waiting nervously as the 727 taxied up to the gate at LAX. Angy pulled out the crumpled letter from the *Easyriders* offices and read the words for the 50th time: "Congratulations, you have been named the winner of our Fox Hunt Contest." She smiled and gathered her courage as she deboarded the plane. Los Angeles was a long way from her home in Victoria, British Columbia, and light-years away in terms of attitude. Adrenaline poured through her veins as she stepped out of the terminal and into the blinding sun. The white stretch limo waited for her at the curb, promising forbidden fantasies beyond her wildest imagination.

The ride to Raiko Hartman's studio in the heart of old Hollywood was a rich montage of unusual sights and sounds. Sunset Boulevard blasted →

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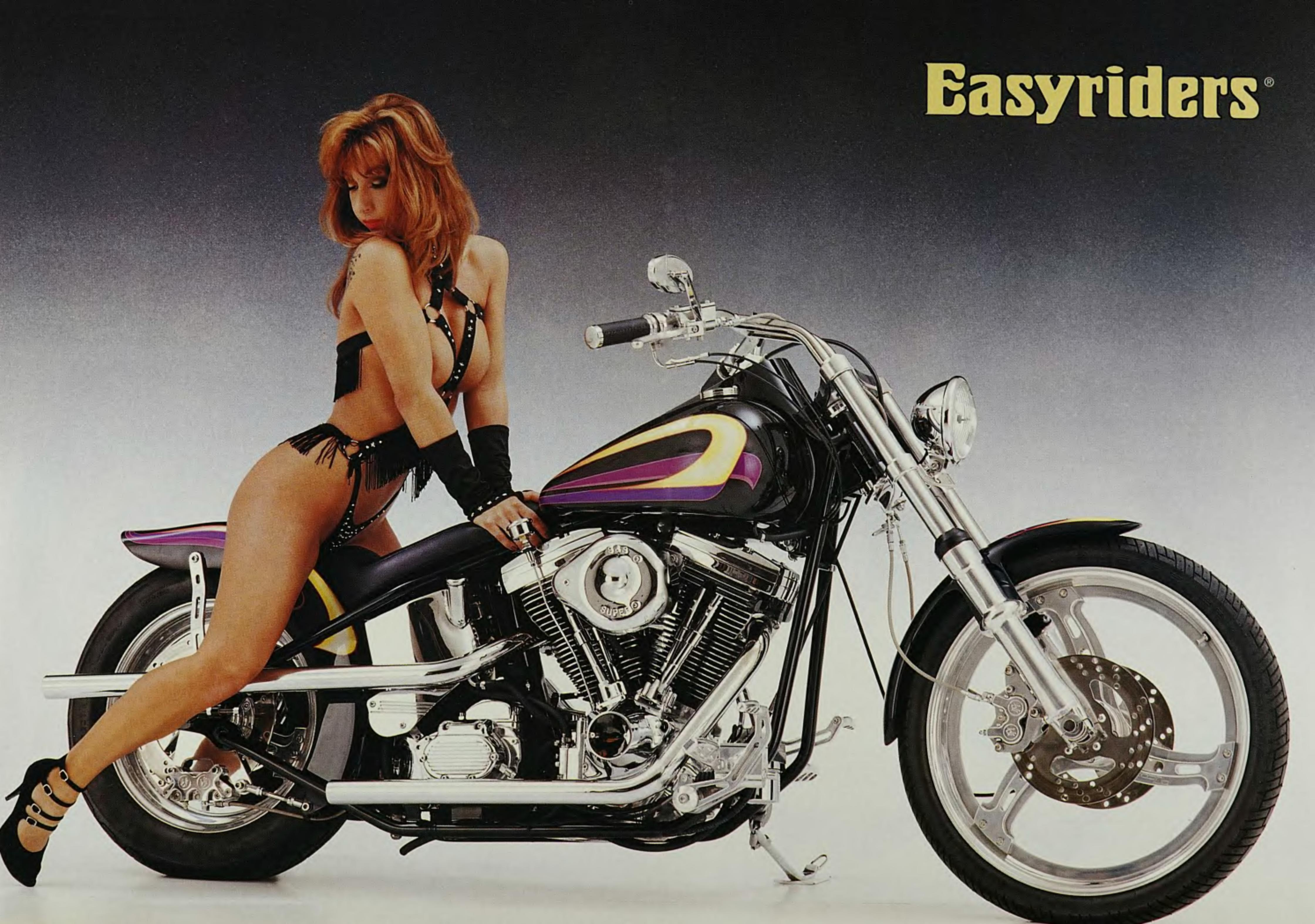
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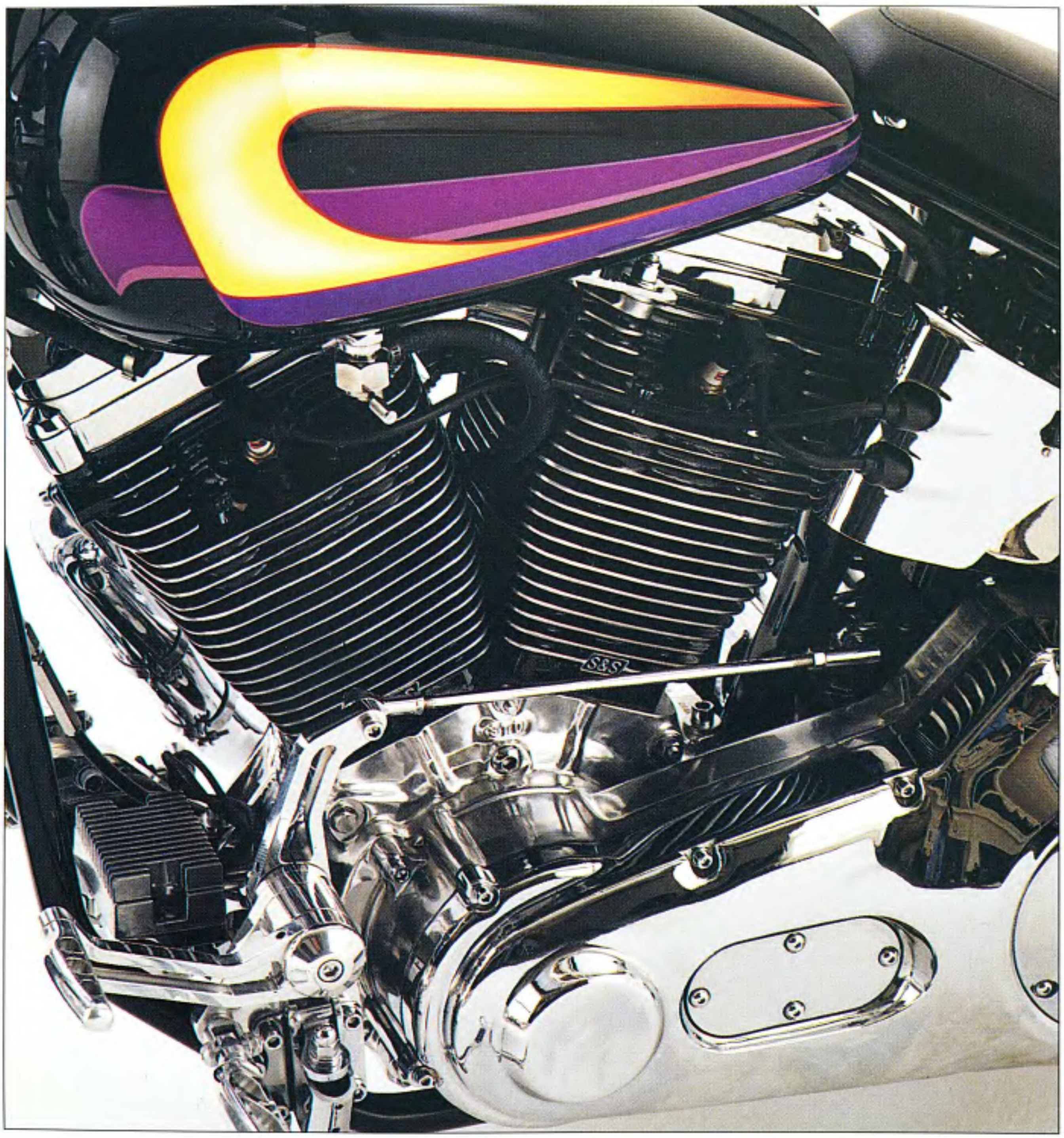
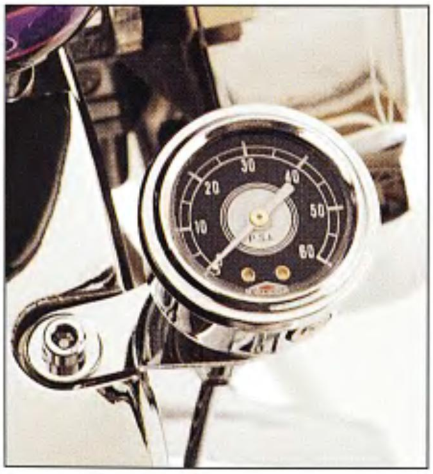


by with its mile-high palm trees and ritzy nightspots. The Hollywood sign held court over the land of broken promises and misshapen dreams. Our Fox Hunt winner entered the old brick building on Las Palmas with some trepidation. Stories of models being kidnapped and sent as love slaves to foreign lands floated like specters across the phantascape of her mind. These thoughts burst like innocent bubbles as she stepped into the mammoth stage facility. Angy was greeted by Raiko himself, ever the charming cigar-chewing host, who made the

stunning redhead feel right at home.

Our model was ushered into the makeup room and was given the full Cinderella treatment by the *Easyriders* makeup, hair, and wardrobe professionals. She was pampered, powdered, and transformed into a vision of sultry beauty for our cameras. But Angy felt her heart beating faster as she gazed at the bike she was to be featured on. Rick Ardi's 93-cubic-inch wicked ride squatted on the studio stage like a coiled panther. Angy reached out to the bike's dangerous curves, placing a manicured hand on the tanks. →



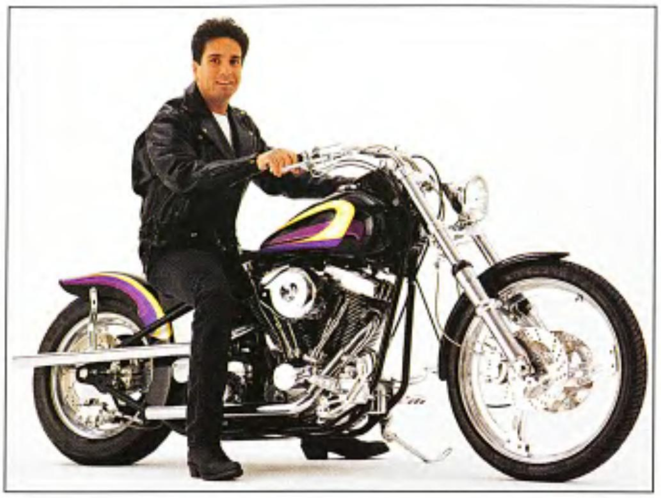
"Hi," a voice came from behind her, "I'm Rick."

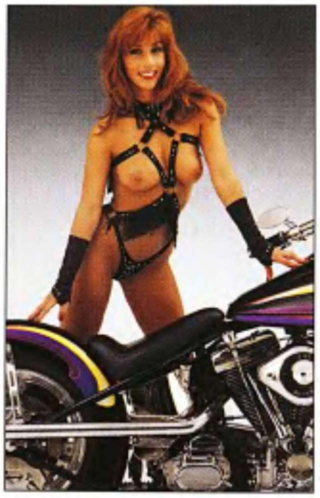
The business card he handed her named Rick as a movie producer. "You make movies?" Angy cooed. The next few hours were spent with Raiko gently directing Angy's lithe body to slither seductively all over Rick's Micah McCloskey-built custom, and Rick and Angy getting to know each other. Angy is a mall maintenance engineer and wrench who spends her days crawling through air ducts, fixing escalators, and the like. Rick, on the other hand, loves taking everything to the extreme. Riding since the age of 15, Rick has always been into wicked experiences, the hairier, the better. A hard-core helicopter pilot known for blasting around Southern California in Jet Rangers, Rick invited Angy to join him for a bit of rotocraft addiction. The rest of our Fox's stay in L.A. was a blur of bike riding, high speed flight, and sunning herself on Rick's 38-foot race boat.

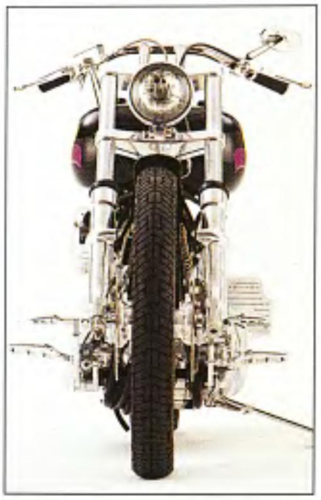
"Hey, it's not my fault that I make a bunch of money," Rick told us. "And it's not my fault that I spend a bunch of money." His company, Wild Cat Productions, has produced such pulse-racing titles as *Bikini Island*, *Last Dance*, and *Eternal Desire*. "My films are about sun, fun, and murder," the movie mogul says. "Just a bunch of good-looking girls getting killed off."

As for Angy, we last saw her on Rick's casting couch with Hollywood stars shining in her eyes and champagne dreams spinning in her head. "The fun part of fishing isn't catching the fish," Rick reminds us. "The fun part is casting." You never know, we may see Angy in Rick's next movie, *Return of the Biker Babes From Hell*.

—Phantom







Owner: Rick Ardi
City: Northridge, California

General

Fabrication: Micah McCloskey
Year and make: 1995 special construction
Model: rigid
Value: $25,000
Chroming: Supreme

Engine

Year: 1995
Model: Evo
Rebuilder: Micah McCloskey
Ignition: Dyna
Displacement: 93 cubic inches
Lower end: S&S
Pistons: S&S
Cases: STD
Heads: STD
Cam: Crane
Carb: S&S Shorty
Pipes: Paughco/Billy West
Modifications: balancing by McCloskey, S&S air cleaner

Transmission

Year: 1994
Modifications: back-cut gears

Painting

Molding: Doug's Custom
Painter: Bob Bruett
Color/type: black/urethane
Special paint: Bruett

Frame

Builder: Paughco
Type: rigid
Modifications: 3-degree rake

Accessories

Bars: Arlen Ness
Fenders: Billy West
Headlight: Gary Bang
Taillight: Billy West
Speedo: Gary Bang
Dash: Billy West
Pegs: Performance Machine
Electrics: McCloskey's
Gas tank: Billy West
Oil tank: Paughco
Seat: Trickstitch
Mirrors: Ness
Grips: Gene Shacove

Forks

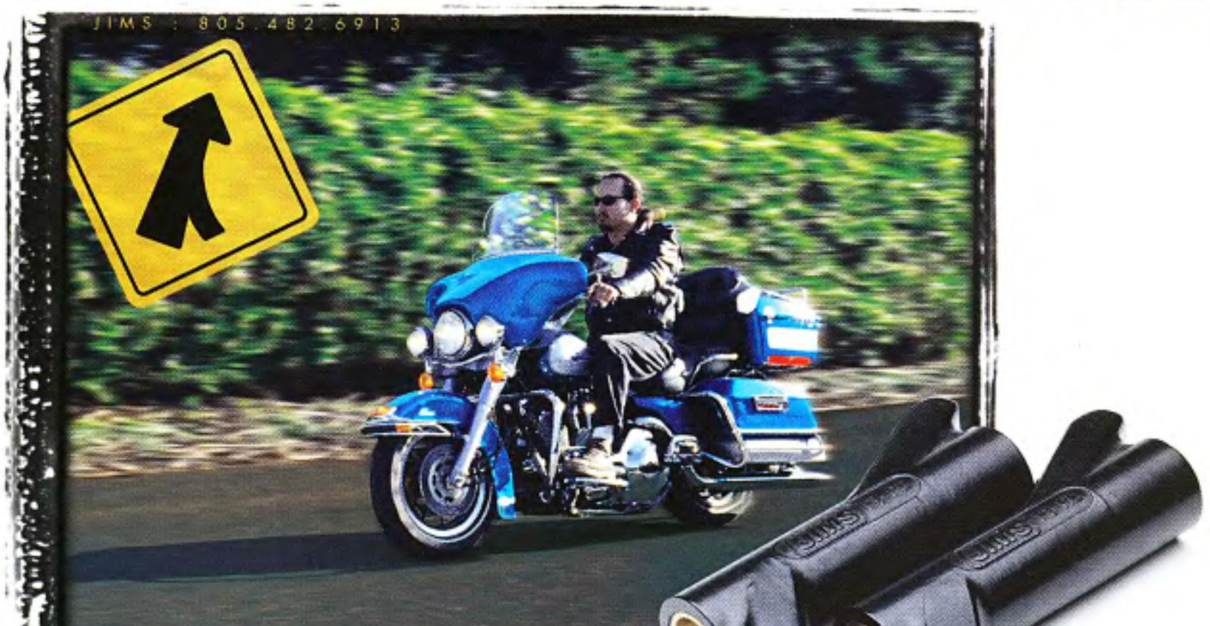
Type: wide glide
Modifications: chromed, Ness trees

Wheels

Front: RC Comp., 21-inch, Metzeler, P.M.
Rear: RC Comp., 16-inch, Metzeler, P.M.

Photos: Raiko Hartman

ELIMINATE THE NEED TO MERGE.



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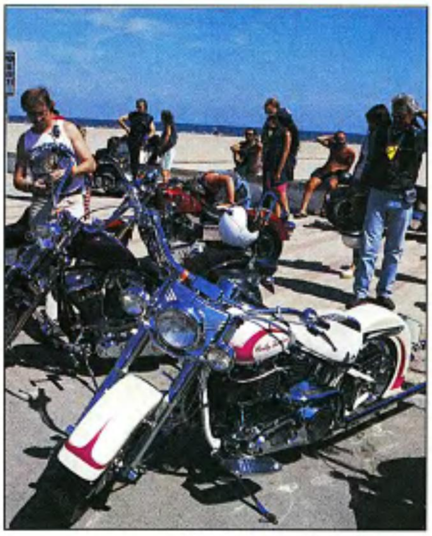
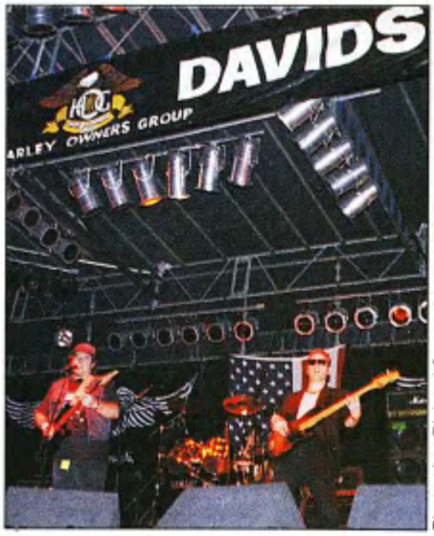
EUROPEAN HOG RALLY SPAIN

Running south for Europe's number one H.O.G. bash of the year was a bit like heading for the promised land. Cold, rain, mists, and high winds battered the valiant who braved the mountains of the Pyrenees, which separate France from the land of the bull. Once over the heights the set changed: Skies cleared and temperatures rose as Harley after Harley rolled into sight.

With waterproofs stashed and noses sun-blocked, those bound for Europe's numero uno H.O.G. bash headed for the Mediterranean coastal town of Castellon, where bewildered natives lined the streets pointing and cheering as the unfamiliar cavalcade of custom cruisers occupied their homeland. Spain, as a market for Harley-Davidson, is comparatively new, but—with its





Photos by: Richard Sowersby

recent economic boon and summertime weather rivaling California's—the Harley bug has bitten big time.

The European H.O.G. Rally is a four-day event, which this past '95 began on a Thursday when tree-shaded campsites—courtesy of "Big Twin Club"—filled up along Spanish shores bordered by endless bikes and beach. With Spain's long, warm evenings, plenty of folk spent their time profiling up the strip that ran parallel to the beach, parking at the numerous restaurants and stunning the locals with their bikes. The dresser light show held on the promenade pulled the crowds in so tight you could hardly see the bikes, while the police tolerance of burnouts and doughnuts that followed the show was like a textbook exercise in public relations.

On the custom front the ride-in bike show was the best I've ever seen at a H.O.G. rally. The days when "Live To Ride" derby covers and handlebar tassels represented the H.O.G. members' idea of customization are long gone. Many of the bikes on display at the beach would have been contenders at any of Europe's top custom shows.

Being a prime European event, the Motor Company's big guns flew in from the USA. Richard Teerlink and Jeff Bleustein, together with Bill Davidson, took to the stage to be introduced to the crowd. In support of the Muscular Dystrophy charity, an explanation of the disease's effects was provided before the start of an auction that raised 721,000 pesetas (about $2,500 U.S.) with a top bid of $1,200 U.S. for a leather waistcoat decorated on the back with an exceptional air brush job by top flight artist "Puz" from Holland. The winning bid for this item was made by a guy named Jesus from Macau. Other awards included a long distance trophy earned by Kuittinen of Finland who traveled a bum-aching 3,572 miles. The youngest rider was Mademoiselle Nowothy, a 22-year-old Swiss lady, while 64-year-old Pierre Gallienne from France took the oldest-rider prize.

Roll on '96 when the Italians will be hosting what we hope will be another sun-soaked Euro run. In the meantime we'll wash the dust off our bikes and whip out our Italian [translation] disks.

—Ian Mutch

THE BIG WINNER

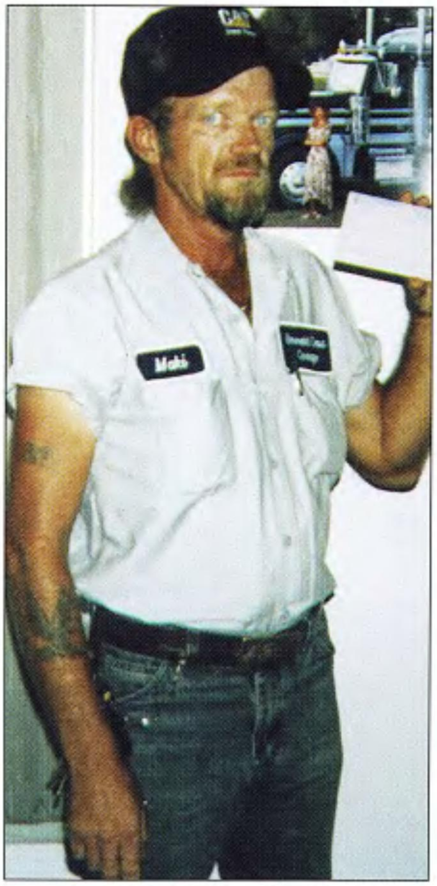
Okay bros, here it is—the 1995 Subscription Sweepstakes winner is in. As you know, once a year we here at *Easyriders* run a little contest for all of you. Now, if you aren't aware of what I'm talking about, then listen up. All you have to do is send in your subscription while we're running our sweepstakes from April to June. By doing so you could win one of 20 $1,000 gift certificates from Drag Specialties to trick out and customize the way you've always wanted. You could also be one of 200 who gets a bag filled with goodies. I'm talkin' $150 in *Easyriders* apparel and accessories. We've also got 500 pair of *Easyriders* Motorcycle Rodeo tickets and Harley-Davidson's Motorcycle Road Songs to lay on ya. But that's not all—you also get a chance to be the big winner. If you get picked, you could be the one lucky dog that gets a choice of one of five Milwaukee cruisin' machines or $15,000 cash.

This year's big winner is bad boy Ray Maki. Instead of picking out one of the Harley-Davidsons that was previously featured in *Easyriders*, Ray took the cash. Ray is a 47-year-old out of Pompano Beach, Florida. He spent the last 26 years driving a big rig back and forth across the country, but nowadays, he hangs a little closer to home truckin' the South Florida route. Ray became interested in biking when an old neighbor introduced him to a Knucklehead chopper, and he's been riding seriously ever since. In his free time Ray likes to draw, ride with his good buddy Bruce, and chase the pretty ladies. I asked Ray how he felt when he found out he might be getting something from us. He replied, "Well, I couldn't believe it. I received a notice saying that I was a major prize winner. So I called *Easyriders* and I talked with Lizzy. She told me she had to check on a few things and that she'd call me back. When she called, there must have been a dozen people in her office, and everyone screamed into the phone saying, 'Congratulations! You're the winner.' The funny thing is, I thought someone was playing a big joke on me. I walked around for days just dazed and confused." Ray took the $15,000 and bought himself a trick 1994 Softail Custom.

When Ray was asked why he subscribed to *Easyriders,* he said, "I love to read the magazine. I've been reading it since the late '70s. But, because I'm on the road a lot, I decided to go ahead and subscribe so I'd receive the issues automatically at my house. It's the first time I've taken out a subscription and it's the best decision I've ever made." Anything you would like to say to your fellow readers? "*Easyriders* is the greatest, believe it, it can really happen to you."

I know a lot of you wanted this big time, but that's the breaks. Ray got it this time, maybe next year it'll be you. Until then, keep it upright.

—Coyote



RAY'S DAZED AND CONFUSED, BUT HAPPY ON HIS SOFTAIL CUSTOM

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See next page for details . . .

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Subscribers $100,000.00 Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by June 30, 1996. Sweepstakes ends June 30, 1996. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,221 prizes — 1 Grand Prize, 20 First Prizes, 200 Second Prizes, 500 Third Prizes, 500 Fourth Prizes. Total approximate retail value of $105,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number

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of eligible entries received.

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5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN.

WHERE THERE'S SMOKE...

LIGHTIN' THE LAMP WITH THE CAMEL BOUNTY BIKE

The kid walks into Bob "Magoo" Mendel's Motorcycle Frame Up Ltd., Chicago, Illinois, and buys himself a dream Harley. Then before he can say, "offshore exodus," his job gets yanked, and his yuppie penny loafer/alligator shirt ensemble is history.

He starts hanging around Magoo's shop, working on his scoot, barely scraping by, and living off the city of Chicago's graciousness for a year and a half. Shoe Dog they start calling him, a 25-year-old pup who's becoming part of something far and away from his old digs in an office, where he made a buck as an advertising exec.

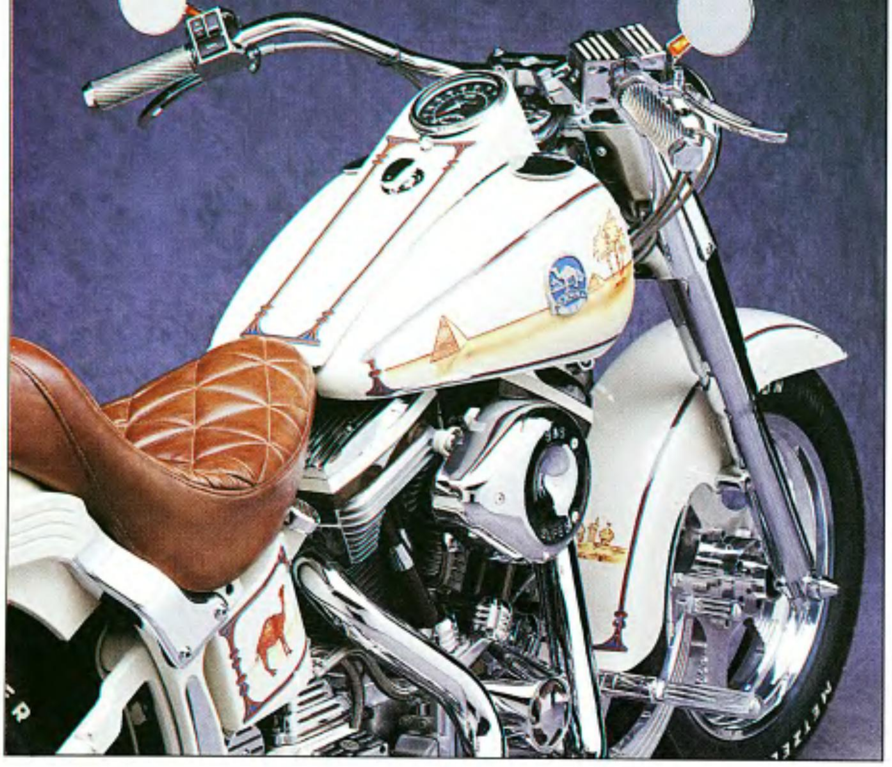
Then one day, he gets a call from a buddy ...

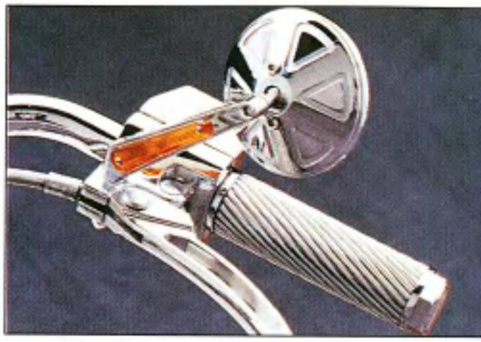
Kevin Burg and Associates, a Chicago ad agency, needs a bike builder for a client. RJ Reynolds wants to build a custom scoot for the Camel Smoker Sweepstakes. Does the Harley-riding kid know anybody around town who provides this service?

Badda-bing.

RJ Reynolds executives meet with Magoo and Company, are sold on the bike design, and immediately provide them with a stock, in-the-crate 1993 →

CAMEL





Fat Boy. With the Sturgis Rally only 22 days away, Magoo and his men light the fire-eatin' fuse.

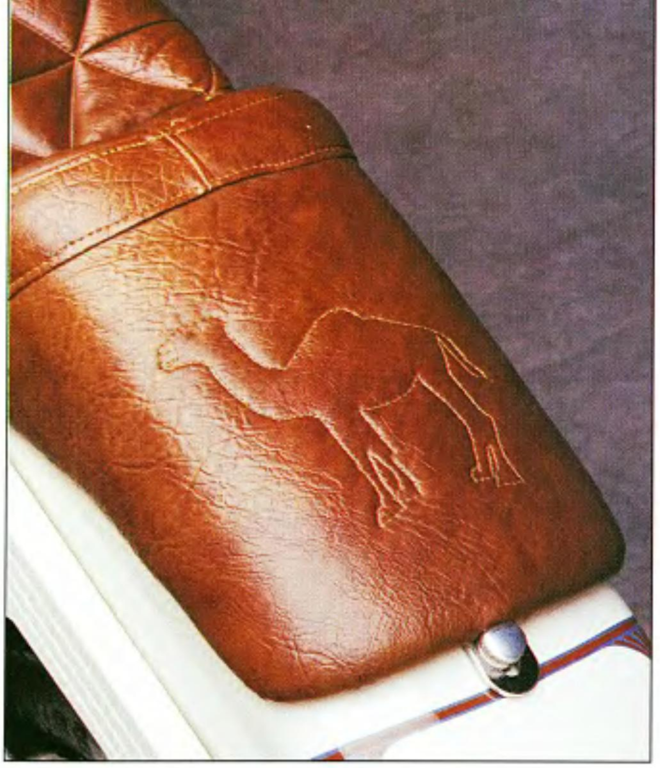
Polishers and chromers put Magoo's project ahead of the rest; Nempco shows up daily with parts, above and beyond the call; hours turn into days, then into a daze, with the crew sleeping on shredded packing paper and crashing in dumpsters. Magoo claims the space around the bike, catching shut-eye enough to build a custom Sportster at the same time. It was a helluva sight for the Associated Press crew when they dropped in to see what a bike builder's shop looked like!

With touches like John Turner's stained-glass taillight, Ira Pearson's modified Corbin Gunfighter seat, and Swanny's hand-painted murals, Camel's Bounty Bike more than pleased the suits at RJ Reynolds. The Camel Roadhouse featured the bike at Sturgis, Myrtle Beach, S.C., Laconia, N.H., and Ashville, N.C., showing the world what a gasoline alley shop and its dedicated crew could do when they turned up the heat.

Somebody's gonna ride off with this scooter when his/her name gets chosen from the sweepstakes entries on February 28, 1996. But Magoo's work is the real winner. Plus, he's the only guy on the planet crankin' out hand-made, replacement FLT frames. So give him a call at (312) 296-1199, and ask if the little guy on the dashboard has stopped talking yet. If he hasn't, tell Magoo to get some sleep.

—*Captain Trash*

(Oh yeah, and the kid? He went back to work for the suits wearing Levi's, a black T-shirt, and a belt knife, then got laid off again. He finally figured it out ...)



Owner: ....RJ Reynolds
City: ....Winston-Salem, North Carolina

General

Fabrication: ....Bob "Magoo" Mendel
Year and make: ....1993 H-D
Model: ....Fat Boy
Value: $34,000
Chroming: ....Star Chrome, Chicago

Engine

Year: 1993
Model: ....Evo
Rebuilder: ....Dr. Luser
Ignition: ....Single Fire Dyna "S"
Displacement: ....80 cubic inches
Lower end: ....Wheels, Chicago
Pistons: ....Weisco 10.5:1
Cases: ....polished
Heads: ....polished
Cam: ....Andrews 468
Carb(s): ....S&S "E"
Pipes: ....Samson
Modifications: ....balancing by Wheels, Chicago; S&S air cleaner, Ness lifters

Transmission

Year: 1993
Modifications: ....Ness covers, chromed

Painting

Molding: ....none
Painter: ....Swanny
Color/type: .Desert Beige, Mocha Brown, Harvest Gold/urethane
Special paint: ....handpainted mural by Swanny, Chicago

Frame

Builder: ....H-D
Type: ....Softail
Modifications: ....powdercoated

Accessories

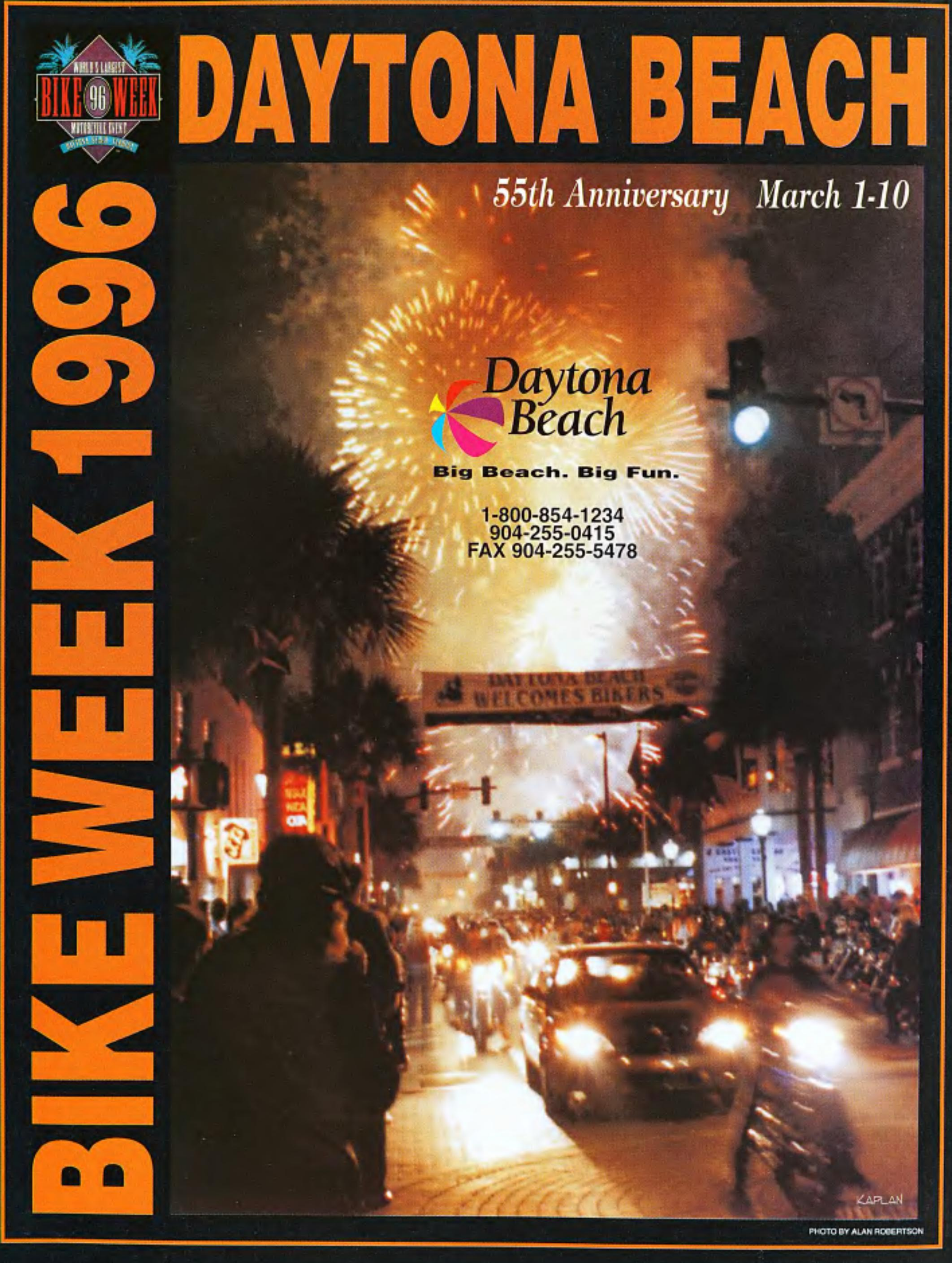
Bars: ....Chrome Works
Fender(s): ....H-D
Headlight: ....stock
Taillight: ....J.T. Art Glass, Chicago
Speedo: CCI
Pegs: ....Accutronix forward controls
Gas tank: ....Rohr Studios, Chicago
Oil tank: ....stock
Seat: ....Corbin
Mirrors: ....Whiskers
Grips: ....Dr. Neon

Forks

Type: ....stock
Modifications: ....2-inch under, chromed

Wheels

Front: .Sturgis , 16-inch, Metzeler, Pegasus
Rear: ..Sturgis , 16-inch, Metzeler, Pegasus
Photos: ....Michael Lichter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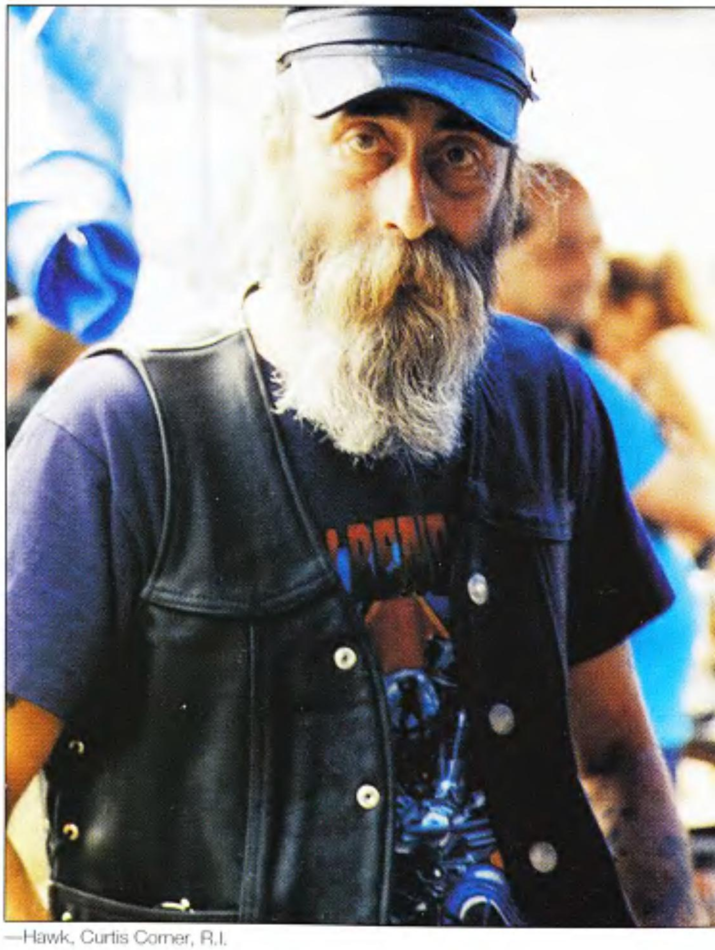
—Alton Ferrin, Santa Rosa, Calif.

—Boots and Luscious Linda, Hopewell Jct., N.Y.

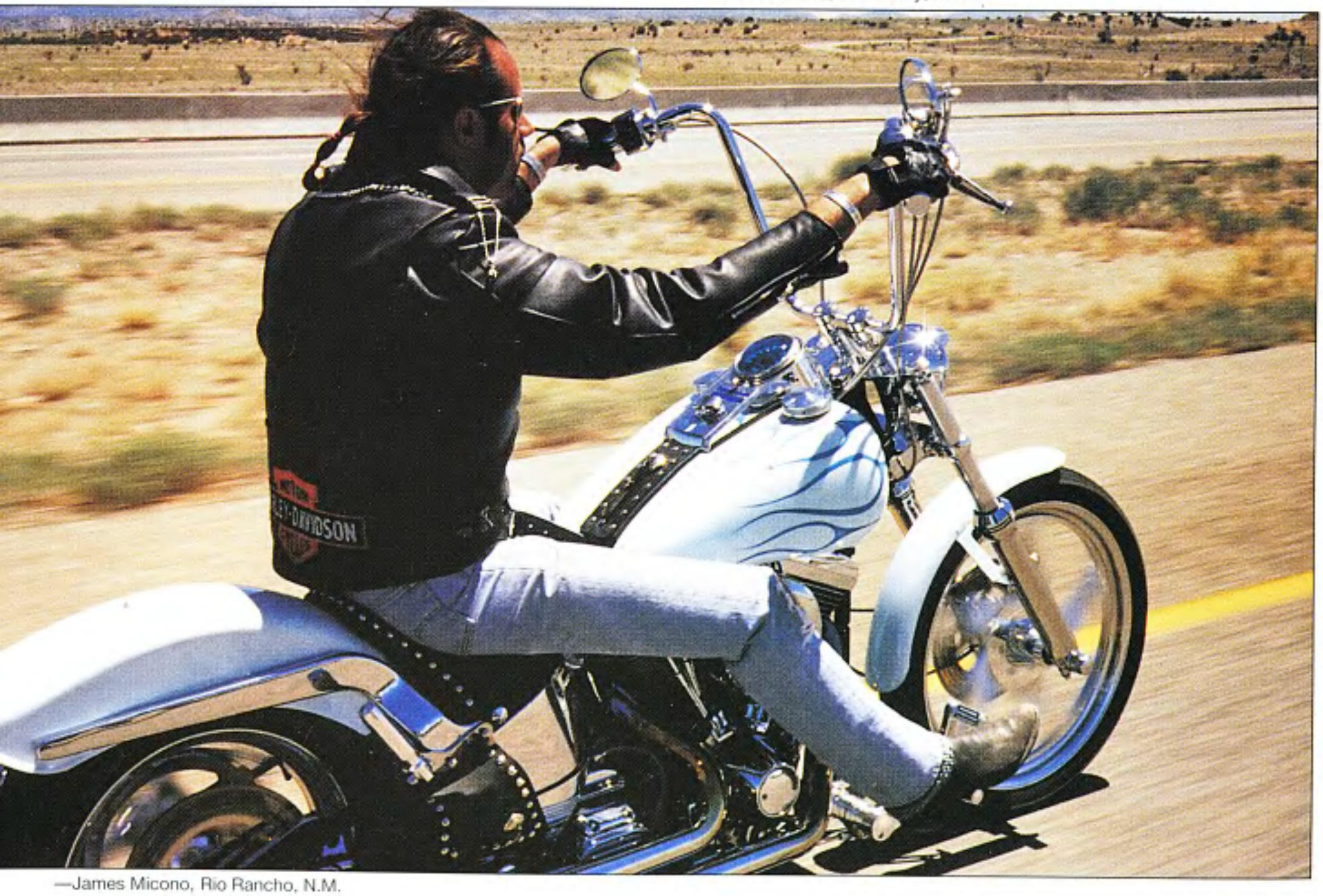


—Hawk, Curtis Corner, R.I.

—Dave Mann, Malibu, CA.

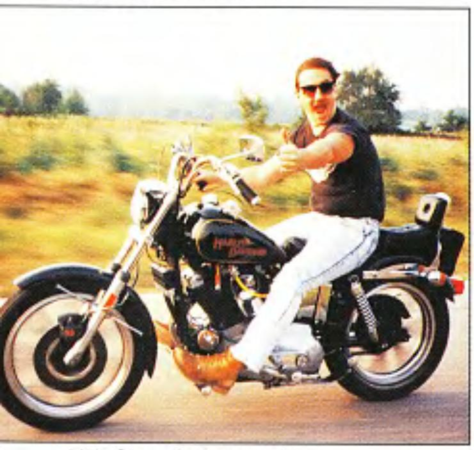
—K.J. Sheehan, Daytona Bike Week '95

—Dan Bonsteel, Woodbury, Minn.



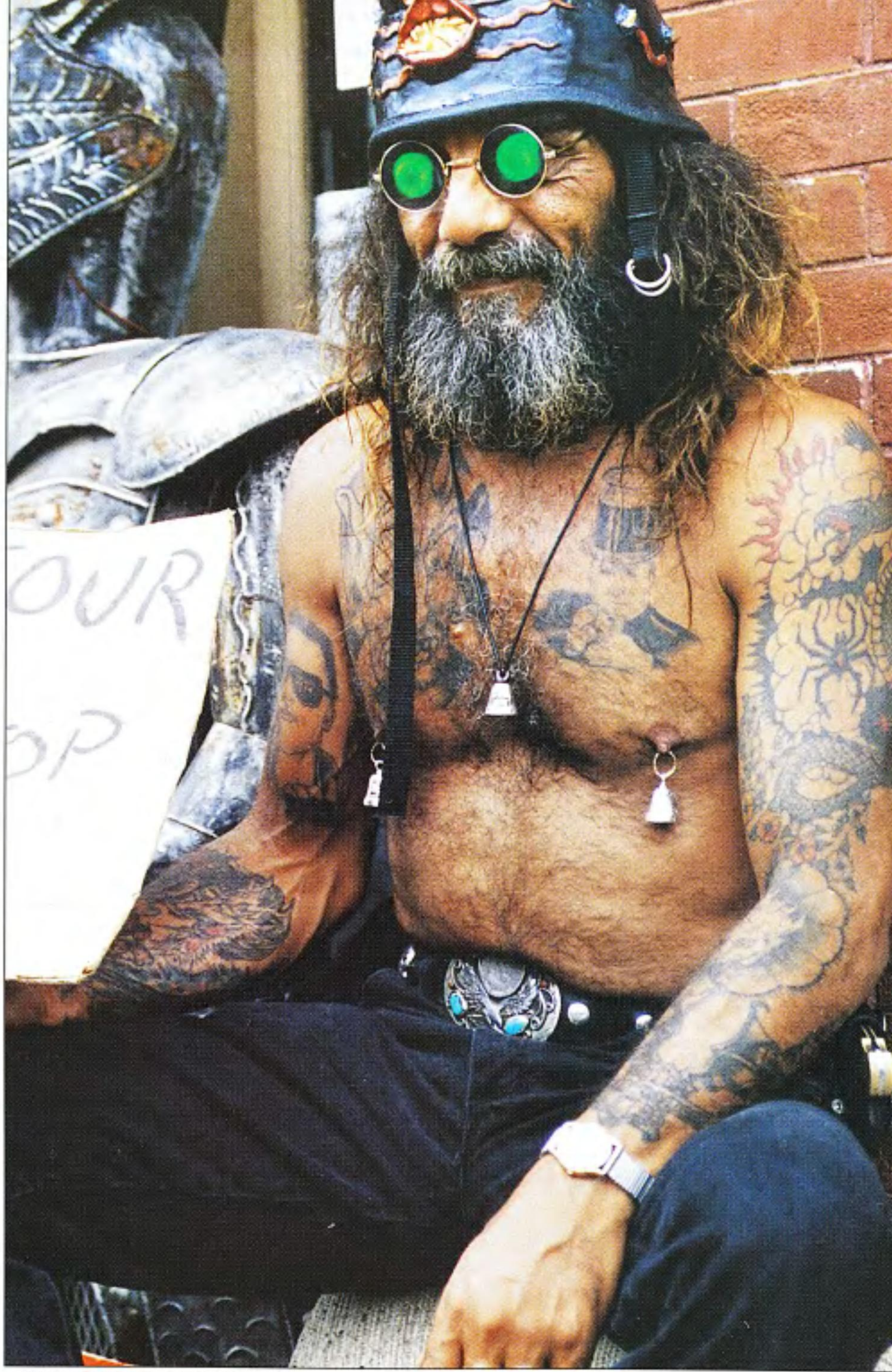
—James Micono, Rio Rancho, N.M.

—Don Ward, Madison, Wis.



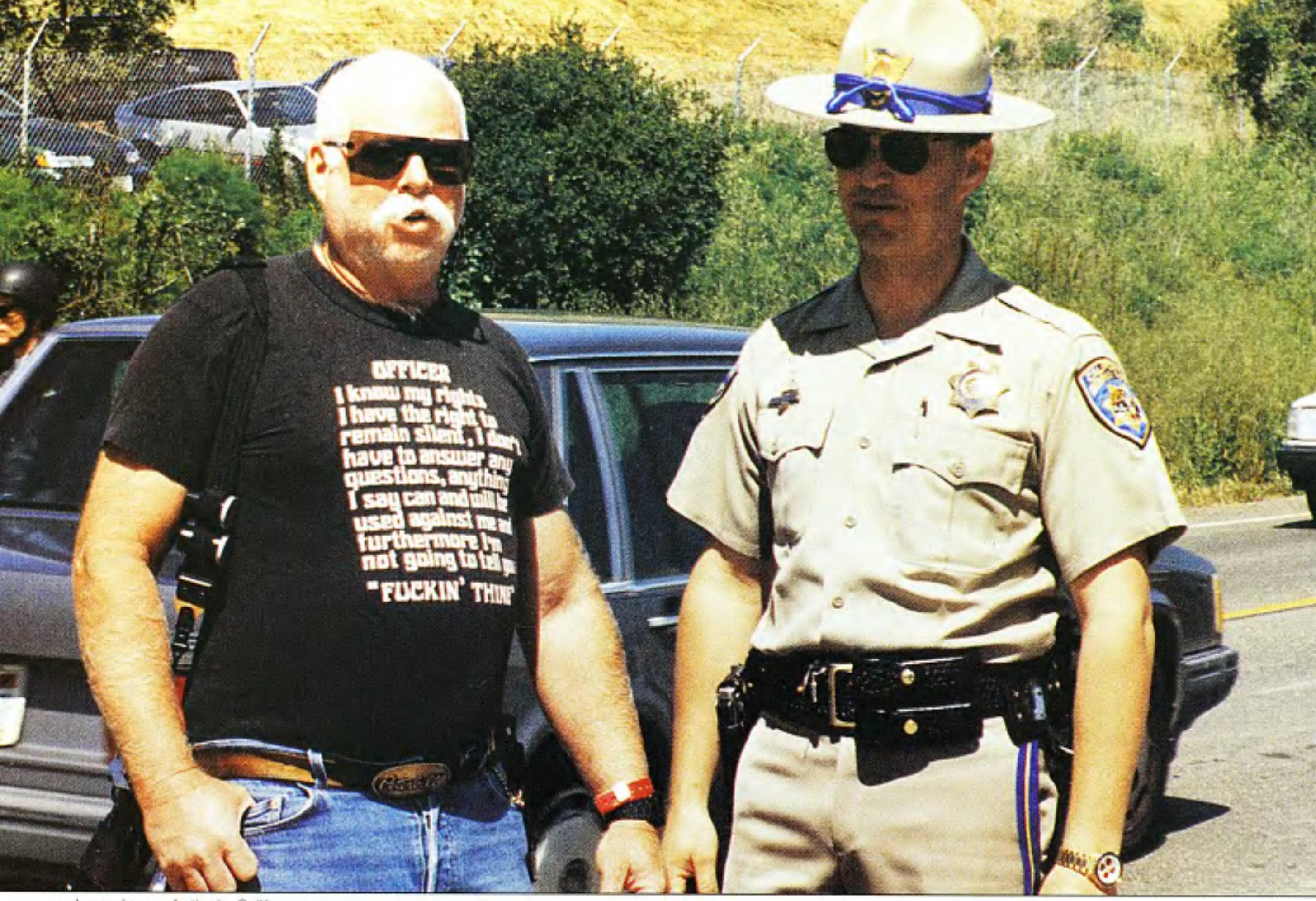
—Little Steve, S. Roxanne, Ill.

—Glen Bowen, Freedom Rally, Humboldt, Iowa



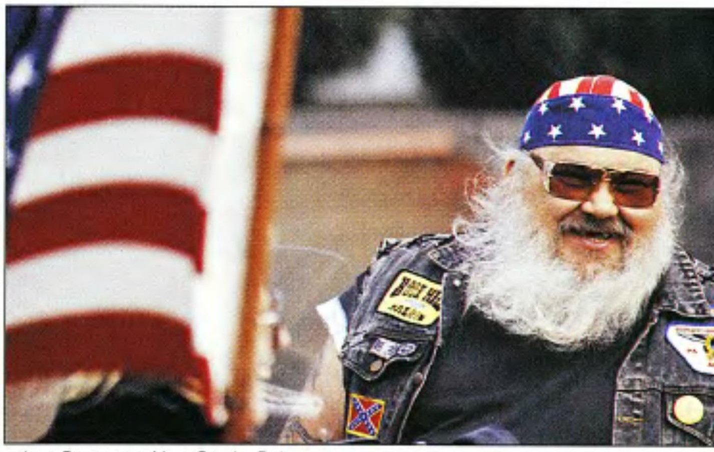
—Third Eye Photography, Sturgis '95

—Jim Meehan, Daytona Bike Week '95



—Larry Jones, Antioch, Calif.

—Billy Tinney, On the Rodeo warpath



—Lou Camerota, New Castle, Del.

—Billy Tinney, Enumclaw, Wash.

—Shoe, Melbourne, Fla.

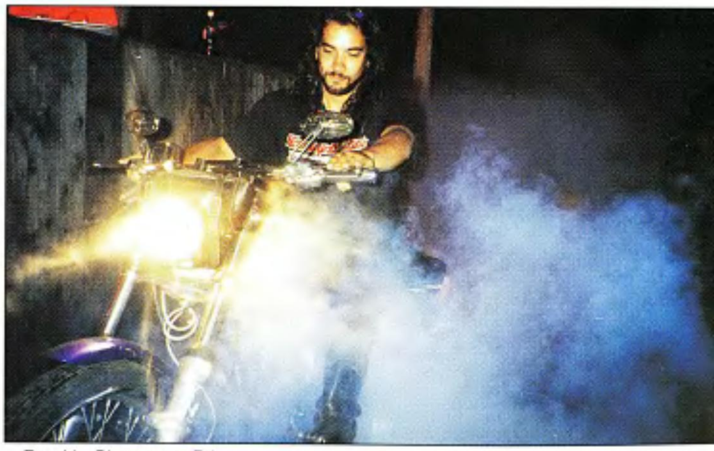
—Lou Camerota, Daytona '95

—Kodak Bill, Oakland, Tenn.

—Dan Bonsteel, Woodbury, Minn.

—Robert Reyes, Pomona, Calif.

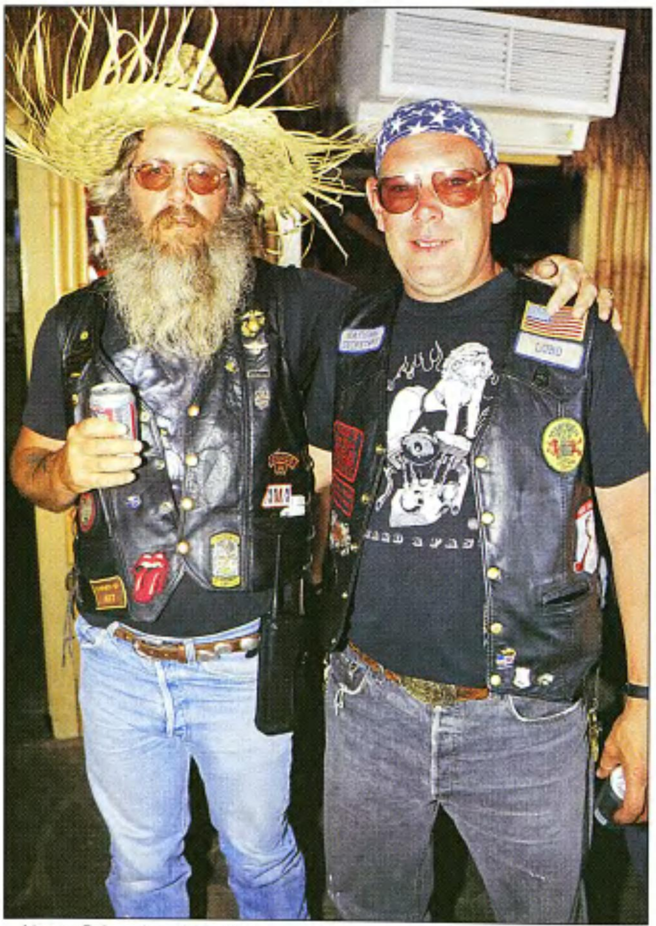
—Zane Kuhle, Palm Harbor, Fla.



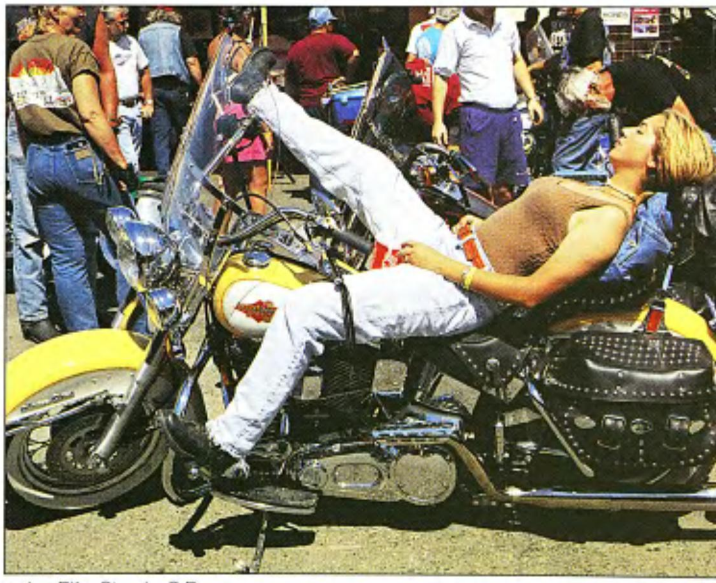
—Don H., Gloucester, R.I.

—Kodak Bill, Memphis, Tenn.

—Jim Gallop, Mickey's Diner, St. Paul, Minn.,1984



—Nancy Cairns, Laughlin, Nev.



—Joe Rife, Sturgis, S.D.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $500 for a two-page photo spread, $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white printed.) Please label all photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. So, mail your photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

FOX HUNT

OCTOBER WINNER

Now here's a switch, a woman with a flair for wrenching. While this month's winner, Angy from Vancouver Island, British Columbia, may not have actually built her first ground-up custom bike, she's got the will and determination to get it done. Angy doesn't have the word "can't" in her vocabulary, but she *will* get dirt underneath her fingernails. That's a good thing because her job as a maintenance worker in a mall calls for it every day. When your vibrant auburn-haired fox isn't rockin' or readin' she could be crawling through a heating duct, trying to fix the air conditioning. But don't get to thinking that Angy is anything but a lady. When the work clothes come off, she's as feminine as Lady Di. We put her through the ringer on her visit to L.A.—made her wear weird clothes and cruise with new kid on the block, Coyote—but she hung tough. Check the hang on page 58 with Rick Ardi's '94 rigid Evo.

—Loudmouth

Harleys are the eighth wonder of the world, and my first Harley ride has been my best so far. We were naked in PA!
Cinnamon, Pennsylvania—#301

My first ride on a Harley was in the rain with my husband. It was a rush. After that I gave him the ride of his life.
Brandie, Indiana—#302

It was like a 1000cc vibrator between my legs. It was incredible. All I wore was a miniskirt, and the faster we went the wetter I got.
Rayveness—#303

My first ride was a desert run. I never knew just how hot I could get. That Shovel is the best toy ever.
Katherine, Arizona—#304

It took me a while that hot summer day, but I got on it. The Harley, that is. It was the best feeling I'd had between my legs in a long time.
Sheena, New York—#305

My first ride on a Harley-Davidson was great. I loved the raw horsepower and vibration. It made me wild for more!
Vanessa, Tennessee—#306

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #273 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the November 1995 winner in our monthly Fox Hunt, Heidi, #1106, from Rutland, Vermont. See more of her next issue.

For this issue, you can begin sending in your votes beginning February 1, 1996.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is February 29, 1996. We'll print the winner in the July 1996 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

273

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City__________ State__________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____years of age, born ____________________
I will pose Topless ________ Full Nude ____________
Model's Signature ____________________

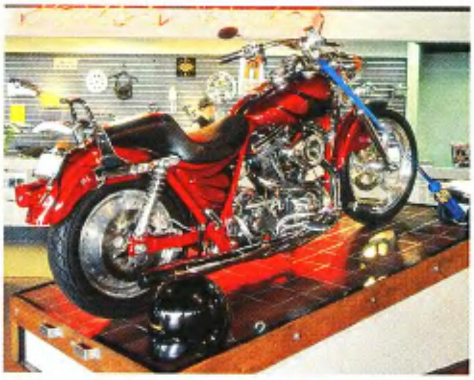
Photographer's Name ____________________
Address ____________________
City__________ State__________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

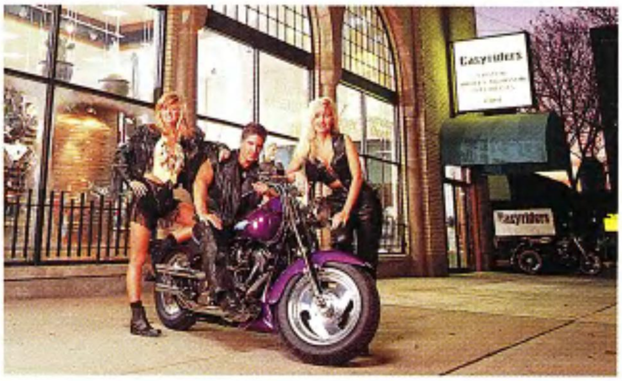
Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

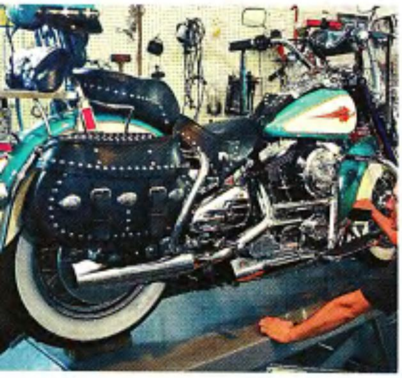
____
____
____



EVEN IF YOU CAN'T LIVE IN PARADISE YOU CAN STILL SPEND A DAY THERE.



CUSTOM MOTORCYCLES...APPAREL...SERVICE...ACCESSORIES...AND MORE.



Scottsdale, AZ
602-947-4423

Hollywood, CA
213-658-8817

NEW Fresno, CA
209-222-7467

San Diego, CA
619-234-6009

Daytona Beach, FL
904-238-1645

Coconut Grove, FL
305-567-9299

NEW Atlanta, GA
770-914-6076

Chicago, IL
708-506-1234

NEW Detroit, MI
810-598-1994

NEW New Orleans, LA
504-524-6969

NEW Gaithersburg, MD
301-670-4644

Springfield, MO
417-883-6006

St. Louis, MO
314-230-6400

Fayetteville, NC
910-864-8811

Las Vegas, NV
702-368-7808

Cleveland, OH
216-241-7800

Columbus, OH
614-224-9400

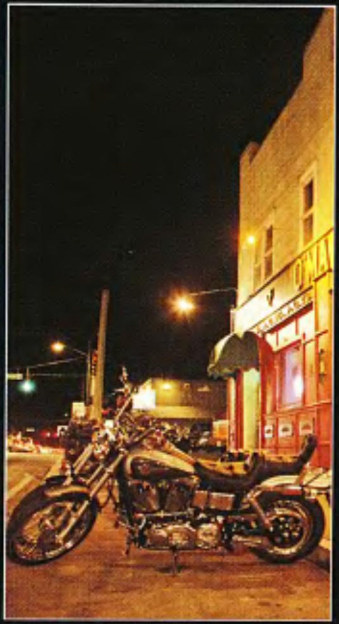
Memphis, TN
901-767-7433

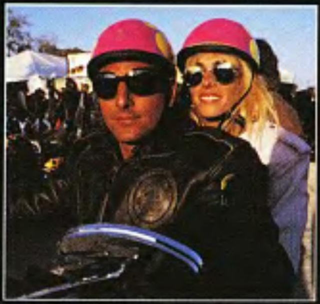
Houston, TX
713-266-5400

Laredo, TX
210-723-9231

Easyriders®

Easyriders℠ Franchise Stores are now available in select areas. For more information, contact: Ed Geise at (818) 879-6114





BIKE WEEK 1996

LET THE GAMES BEGIN

It's hell-raising time again on the sunny shores of Daytona Beach, Florida—"the birthplace of speed." Daytona celebrates its 55th anniversary March 1-10 with its annual Bike Week fest, a jammin' schedule of racing, parties, concerts, racing—and more parties.
Following is a listing of daily events and general information. These listings were made available to *Easyriders* at an early press time and, therefore, may be subject to change. If you haven't made your hotel or campground reservation yet, immediately call the Daytona Beach Area Convention & Visitors Bureau at (800) 854-1234 for accommodations assistance. They'll also send you a complete, FREE Bike Week package that includes area attractions and a color-coded map.

GUIDE TO BIKE WEEK 1996 DAYTONA BEACH, FLA. MARCH 1-10

SERVICES

BIKE WEEK WELCOME CENTER

Where: 503 Main St., Daytona Beach. Sponsored by the Daytona Beach Chamber of Commerce.
When: 10 a.m.-10 p.m. March 1-9
Info: Has an Information Board to pin up and/or receive messages during your stay. (904) 255-0981

BIKERS AGAINST MANSLAUGHTER

Where: Ellis Groceries, 601 Main St., Daytona Beach
When: March 1-10
Info: 24-hour free emergency breakdown and legal assistance; free membership cards.1-(800)-4-BIKERS

DAILY EVENTS (That's every day, dammit!)

EASYRIDERS OF DAYTONA STORE

Where: 605 Main St., Daytona Beach (two blocks from Ocean Center)
When: Daily
Info: The place in Daytona to hang. Bros Club hospitality suite offers cheap sandwiches and pop as well as free coffee and popcorn. JDF fundraiser bikes will be on view here or at the Last Resort; raffle tickets for sale. Store manager, Lou Frieri, is offering storewide Bike Week specials. (904) 238-1645

DAYTONA H-D MOTORCYCLE EXPO

Where: Riverfront Park, Beach St., Daytona Beach
When: Daily; bands start at noon
Info: (904) 253-BIKE

OPEN HOUSE AND TOURS

Where: American Motorcycle Institute, I-95 and U.S. Hwy. 92, Daytona Beach
When: 9 a.m.-5 p.m., March 4-10
Info: (904) 255-0295

BIKING ON THE BOULEVARD

Where: Bethune Blvd. Historic District, D.B.
When: 10 a.m.-10 p.m. daily
Info: Live entertainment, vendors, BBQ, bike shows, biker's memorial.

CARL'S SPEED SHOP

Where: 390 N. Beach St., Daytona Beach
When: Daily
Info: Performance shop offers Grand Opening specials. (904) 258-3777

THE PLAYGROUND MASTERS SHOW BIKE PREVIEW

Where: Voyager Beach Resort, 2424 N. Atlantic Ave., Daytona Beach
When: Daily
Info: Stock Exchange night life; waiver runner bar & grill; pool/bar directly on ocean. Live band. For Masters Show reservations call (800) 982-9386. For Masters Show info call (904) 795-5895.

PARTIES, MUSIC, PARTIES . . .

Where: Main St. Cafe (Al's Ally Pub), 821 Main St., Daytona Beach
When: 9 p.m.-1 a.m. Sat.-Sat., March 2-9
Info: Terry Davidson and the Gears perform. (904) 257-2323

Where: Jackson Hole Saloon, 1081 N. U.S. Hwy. 1, Ormond Beach
When: Daily
Info: FREE beer hour daily; BBQ. (904) 673-6996

Where: Art's Place, N. Hwy. 17, DeLeon Springs
When: Daily
Info: Live music, bonfire, BBQ, horseshoes, miniature golf for $$$, daily self-guided scenic observation Poker Runs (80, 105 & 150 runs available). Last bike out by noon. (904) 985-5151

Where: Iron Horse Saloon, N. U.S. Hwy. 1, Ormond Beach
When: Daily.
Info: 9th Annual Motorcycle Mardi Gras; FREE beer hour daily; live bands, events. Features California Hell Riders and their Wall of Death. (904) 677-1550

Where: Pub 44, State Rd. 44, New Smyrna Beach
When: 1 p.m.-3 a.m. daily
Info: Live bands, vendors, food, contests, liquor under the big tents. (904) 428-6523

Where: Squeeze In Pub, 5005 S. Ridgewood Ave. (U.S. Hwy. 1) S. Daytona
When: Daily
Info: Drink specials, bands, contests. (904) 760-2564

Where: The Last Resort, 5812 Ridgewood Ave. (U.S. Hwy. 1) S. Daytona
When: Daily
Info: Live bands daily, food vendors, entertainment; home base for *Easyriders* Product Truck. (904) 761-5147

Where: Willi's Motorcycle World, 566 Ballough Rd., Daytona Beach
When: 10 a.m.-10 p.m. daily
Info: More than 70 collectible motorcycles on display, including the Marlboro Bike, H-Ds, and more. (904) 253-2100

Where: Billy Bob's Country Night Club, 2801 S. Ridgewood Ave. (U.S. Hwy. 1) S. Daytona
When: Daily
Info: Vendors; outdoor BBQ at noon; live bands starting at 1 p.m.; FREE bike wash. (904) 756-0448

Where: Bulow Resort Campground, I-95, Exit 90, Flagler Beach
When: Daily
Info: 1(800) 782-8569

Where: Sopotnick's Cabbage Patch, Tomoka Farms Rd., New Smyrna Beach
When: Noon, Wednesday, March 6
Info: Annual Cole Slaw Arm Wrestling Championship. Live entertainment daily. (904) 427-9751

CONCERTS

15TH ANNUAL BIKE BASH AND OUTDOOR CONCERT

Where: Pub 44, State Rd. 44, New Smyrna Beach
When: Noon to midnight, Thursday, March 7
Info: FREE admission. (904) 428-6523

BIKER JAM

Where: Bandshell, Daytona Beach
When: 2-11 p.m., Fri.-Sat., March 8-9
Info: Headliner concerts; live entertainment. (904) 254-8200

SWAP MEETS

DAYTONA FLEA MARKET—8TH ANNUAL SPIDER'S SWAPATONA

Where: I-95 and U.S. Hwy. 92, Daytona Beach
When: 10 a.m.-6 p.m. Sat.-Sun., March 2-10
Info: (304) 877-6946

18TH ANNUAL DAYTONA SWAP MEET

Where: Volusia County Fairgrounds, DeLand
When: 10 a.m.-6 p.m. Thur.-Sun., March 7-10.
Info: (301) 336-2100

INDIAN MOTORCYCLE ILLUSTRATED DAYTONA RALLY & SWAP MEET

Where: Klassix Auto Museum, U.S. Hwy. 92, Daytona Beach (1 mile west of Daytona Speedway)
When: 10 a.m., Thursday, March 7
Info: (904) 252-3800

CALENDAR OF EVENTS

FRIDAY-SATURDAY, MARCH 1-2

WELCOME PARTY

When: Noon.
Where: Friction Motorcycle Clubhouse, 304 Green St., Behune Blvd., Historic District, Daytona Beach.

SUNDAY, MARCH 3

ANNUAL PIG ROAST

When: 1 p.m.
Where: Smiley's Tap, N. U.S. Hwy. 1, Ormond Beach.
Info: (904) 677-9609

TUESDAY, MARCH 5

HARLEY-DAVIDSON INDOOR SHOW PREVIEW

HOG Members Only.
Where: Ocean Center, Daytona Beach.
Info: (904) 254-4500

JAM-ON PRODUCTIONS AMERICAN MOTORCYCLE AUCTION

When: Noon.
Where: Volusia County Fairgrounds, DeLand.
Info: (301) 336-2100.

TUESDAY-FRIDAY, MARCH 5-8

BRUTE HORSEPOWER SHOOTOUT

When: 9:30 a.m.-3 p.m.
Where: American Motorcycle Institute, I-95 and U.S. Hwy. 92, Daytona Beach. More than $20,000 in cash and prizes.
Info: (904) 255-0295

TUESDAY-SATURDAY, MARCH 5-9

H-D DEMO RIDES

When: 9 a.m.-3 p.m.
Where: Northeast corner of Daytona Int'l Speedway.
Info: (904) 253-RACE

WEDNESDAY, MARCH 6

ALLIGATOR ROAD TOUR

$16 per person. Daytona 200 M/C.
Registration: 7:30-9:30 a.m.
Run starts promptly at 10 a.m. one mile west of I-4 on U.S. Hwy. 92, Daytona Beach.
Info: (904) 252-2132

H-D DRESSER LIGHT SHOW

When: 7:30 p.m.
Where: Ocean Center north lot, Daytona Beach
Info: (904) 254-4500

MASTERS BIKE SHOW FOR CUSTOM MOTORCYCLES

When: 9 a.m. to 5 p.m.
Where: Voyager Beach Resort, 2424 N. Atlantic Ave., Daytona Beach
Info: $1,000 cash award for Best Bike. Awards for Best Paint, Best Detailing, Best Body Work, and Best Chrome or Gold. For reservations call (800) 982-9386. For show info call (904) 795-5895. →

ALL HARLEY DRAG RACING ASSOCIATION (AHDRA) 1/4- MILE
When: 8 a.m.-4 p.m.
Where: Orlando Speed World, Orlando (Bithlo). From Daytona Beach, #79 Exit on Hwy. 50; then 15 miles to West Track, located on left. No overnight camping.
Info: Race info: (910) 229-4877. Track phone (race day only): (407) 568-5522.

WEDNESDAY-SATURDAY, MARCH 6-9
H-D INDOOR SHOW
When: 10 a.m.- 6 p.m., Wed.-Fri.; 10 a.m.-4 p.m., Sat.
Info: (904) 254-4500

THURSDAY, MARCH 7
AHDRA 1/4- MILE
When: 8 a.m.-4 p.m.
Where: Orlando Speed World, Orlando (Bithlo).
Info: Race info: (910) 229-4877. Track phone (race day only): (407) 568-5522. (For directions to Orlando Speed World, see AHDRA, March 6 above.)

FRIDAY, MARCH 8
BOARDWALK CLASSIC BIKE SHOW
When: 9-11 a.m. registration; 4 p.m. award ceremony.
Where: Boardwalk Amusement Area, east end of Main St.
Info: (203) 425-8777

CRANE CAMS OPEN HOUSE
When: 9:30 a.m.-2:30 p.m.
Where: 530 Fentress Blvd., across from Daytona International Speedway.
Info: Plant tours, custom bike display, free refreshments. (904) 252-1151

GREAT AMERICAN MOTORCYCLE RODEO
When: 10:30 a.m.-1:30 p.m. practice; 2 p.m. rodeo.
Where: Volusia County Fairgrounds, DeLand.
Info: (413) 586-4342

SATURDAY, MARCH 9
RAT'S HOLE CUSTOM CHOPPER SHOW
When: 8 a.m.-dusk.
Where: Ocean Center, Daytona Beach.
Info: (813) 327-0667

HOTTEST CUSTOM IRON DAYTONA SHOW
When: 10 a.m.
Where: Klassix Auto Museum. U.S. Hwy. 92, Daytona Beach (1 mile west of Daytona Speedway).
Info: Custom Harleys with hot rod/street rod cars and trucks. (904) 252-3800

EUROPEAN BIKE DAY & SHOW
When: 10:30 a.m.-12:30 p.m., sign-up; 3 p.m., judging.
Where: Volusia County Fairgrounds, DeLand.
Info: (301) 336-2100

GREAT AMERICAN SAND DRAGS
When: 4 p.m.; 10 a.m., pits open; noon, time trials.
Where: Volusia County Fairgrounds, DeLand.
Info: (413) 586-4342

CUSTOM MOTORCYCLE DRAWING DAYTONA BEACH COMMUNITY FOUNDATION
When: 4 p.m.
Where: Klassix Auto Museum, U.S. Hwy. 92, Daytona Beach (1 mile west of Daytona Speedway).
Info: To benefit Bike Week Festival Task Force. (904) 255-0981

EASTER SEALS HARLEY GIVEAWAY DRAWING
When: 5 p.m.
Where: Rat's Hole Chopper Show. Ocean Center, Daytona Beach. (904) 255-4568

SUNDAY, MARCH 10
BLESSING OF THE BIKES
When: 7:30 a.m.
Where: St. Paul's Catholic Church, U.S. Hwy. 1, D.B.
Info: Following blessing, ride to Bellair Plaza for start of H-D parade (see below). (904) 255-0981

1946 INDIAN CHIEF MOTORCYCLE & TRAILER DRAWING
When: 8 a.m.
Where: Florida Lions/Conklin Center. Bellair Plaza, N. Hwy. A1A, Daytona Beach.
Info: (904) 238-6225

ANNUAL H-D PARADE
When: 9 a.m.
Where: South down A1A and west on U.S. Hwy. 92 to Daytona Int'l Speedway and Harley Heaven.
Info: (904) 255-0981

HARLEY HEAVEN
When: 10 a.m.
Where: Turn 3 grandstands, Daytona Int'l Speedway.
Info: (904) 254-2700

BLOWOUT PARTY: UNITED WAY DRAWING/GIVEAWAY
When: 2 p.m.
Where: Iron Horse Saloon, Ormond Beach.
Info: (904) 677-1550

1996 CAMEL MOTORCYCLE WEEK SCHEDULE
Daytona International Speedway (unless otherwise indicated)
For info and ticket inquiries call (904) 253-RACE

SCHEDULE OF EVENTS FRIDAY-SUNDAY, MARCH 1-3
AMA Championship Cup Series Sprint Races
H-D Twin Sports
North American Super Bike Series

MONDAY, MARCH 4
AHRMA Classics Day
Vintage Road Races
BMW Battle Of The Legends (Round One)
Sound Of Singles Final

TUESDAY, MARCH 5
AHRMA Classics Day
Vintage Road Races
BMW Battle Of The Legends (Round Two)

WEDNESDAY, MARCH 6
AMA Pro Road Race Activities Begin
Practice, All Classes

THURSDAY, MARCH 7
Daytona International Motorcycle Show
Timed Qualifying Sessions
ARAI Helmets Pole Qualifying For Rolex Daytona Award

FRIDAY, MARCH 8
Daytona International Motorcycle Show
Timed Qualifying Sessions
750 SuperSport Final
BMW Battle Of The Legends (Round Three)
International Lightweight 100K
Daytona Budweiser 600 National Championship—Daytona Municipal Stadium

SATURDAY, MARCH 9
Daytona International Motorcycle Show
26th Daytona Supercross

SUNDAY, MARCH 10
Daytona International Motorcycle Show
600 SuperSport International Challenge 100K
H-D SuperTwins Final
55th Daytona 200 By ARAI Superbike Classic
AMA Grand National Championship Kickoff—Daytona Municipal Stadium

SHOPS/PARTS
CHOPPERS WORLD
618 Main St., Daytona Beach
(904) 252-1922

DAYTONA HARLEY-DAVIDSON
290 N. Beach St., Daytona Beach
(904) 253-BIKE

MAGNUM CYCLES
612 N. Ridgewood (U.S. Hwy. 1) S. Daytona
(904) 253-1398

MILLER'S CUSTOM PARTS
1863 S. Ridgewood Ave. (U.S. Hwy. 1) S. Daytona

PEEEN'S PRECISION MOTORS
420 N. Beach St., Daytona Beach
(904) 252-9569

ROBISON'S MOTORCYCLES
508 U.S. 92, Daytona Beach
(904) 255-6788

P.H.D. POWDERCOATING
806 N. Beach St., Daytona Beach
(904) 673-2609

TOWING—BROS CLUB SERVICE
If you're an *Easyriders* Bros Club member, and you need towing service, call the following tollfree 800 number (24 hours a day) from Daytona, or anywhere in the continental U.S., Alaska, Hawaii, and parts of Canada: (800) 325-9028. The Bros Club currently has 12,000 affiliate towing service dealers throughout the above-mentioned areas. If you're not already a Bros Club member, don't wait another minute before calling (800) 547-2767 for complete membership info. As a member you'll get 24-hour towing service, no-cost insurance benefits, and much more. Join the Bros Club family, and you'll always be guaranteed care-free travel.

EXHIBITORS
The following companies will be struttin' their stuff at Daytona. Stop by their respective booths and support their efforts.

AID TO INJURED MOTORCYCLISTS/ NATIONAL COALITION OF MOTORCYCLISTS
Location: In front of Beach Photo (across from the *Easyriders* of Daytona store, 605 Main St.), Daytona Beach
Product(s): FREE legal and legislative information

ANDREWS CAMS
Location: Carl's Speed Shop, 390 N. Beach St., Daytona Beach
Product(s): cams

CORBIN SEATS
Location: 777 Main St. (2 blocks south of *Easyriders* Daytona store), Daytona Beach
Product(s): Corbin saddles and Roadmaster boots

BARNETT TOOL
Location: Carl's Speed Shop, 390 N. Beach St., D.B.
Product(s): clutches, cables

MR. B'S ACCESSORIES
Location: 805 Main St. (across from Froggy's), D.B.
Product(s): motorcycle novelties, including patches, decals, jewelry, leather goods and knives

CARL'S SPEED SHOP (PERFORMANCE CENTER)—GRAND OPENING
Location: 390 N. Beach St., Daytona Beach
Product(s): typhoon billet performance carburetors

CHOPPER GUY'S BIKER PRODUCTS
Location: Boardwalk, Daytona Beach
Product(s): Fat Guy frames and frame accessories

CUSTOM CHROME, INC.
Location: corner Main Street and Grandview, D.B.
Product(s): new 1996 CCI catalogs; complete mobile showroom with Dyno

DRAG SPECIALTIES
Location: Millers Custom Parts, 1863 S. Ridgewood (U.S. Hwy. 1), S. Daytona
Product(s): motorcycle parts and accessories

FIRST CHOICE TURBO
Location: Carl's Speed Shop, 390 N. Beach St., D.B.
Product(s): turbo

JAMES GASKETS
Location: Carl's Speed Shop, 390 N. Beach St., D.B.
Product(s): gaskets

HARLEYSVILLE MOTORCYCLE CO.
Location: Rat's Hole Show (next to Ocean Center)
Product(s): custom bikes, parts, mail order catalogs

MUSTANG SEATS
Location: Millers Custom Parts, 1863 S. Ridgewood Ave. (U.S. Hwy. 1), S. Daytona
Product(s): Seats and factory installations

ARLEN NESS, INC.
Location: 2 Wheelers Daytona, 740 Main St., Daytona Beach
Product(s): latest product line; custom bikes

PERFORMANCE MACHINE, INC.
Location: Mike Corbin, 777 Main St., Daytona Beach
Product(s): disc brakes & wheels; installation

SADDLEMEN
Location: Cycle World Expo—Race Track
Product(s): saddles, luggage, tank chaps, saddle gel

SAMSON MOTORCYCLE PRODUCTS
Location: Millers Custom Parts, 1863 S. Ridgewood (U.S. Hwy. 1), S. Daytona
Product(s): exhaust systems

S100 CYCLE CARE SYSTEMS
Location: H-D store inside the Ocean Center. Get a S100 FREE cycle wash at the south loading dock.
Product(s): cycle care systems

S&S PRODUCTS
Location: Carl's Speed Shop, 390 N. Beach St., Daytona Beach
Product(s): carburetors, engines

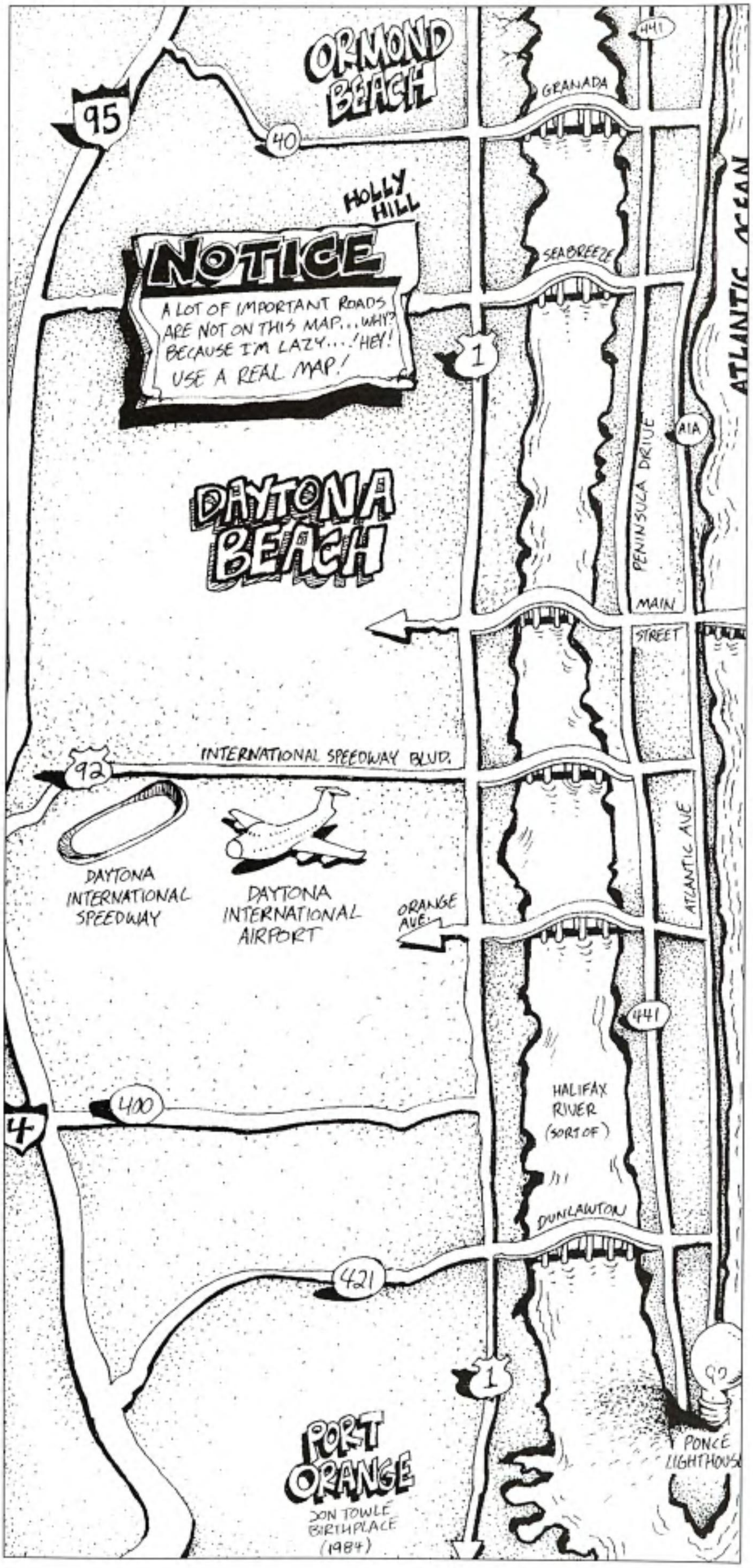
SUMAX
Location(s): Friday, March 8, J&P Productions Boardwalk Show, Daytona Beach Boardwalk. Saturday, March 9, Rat's Hole Show, Ocean Center (behind Daytona Civic Center), D.B.
Product(s): frames, fenders, powdercoating

XZOTIC CYCLE PRODUCTS
Location: Miller's Custom Cycles, 1863 Ridgewood Ave. (U.S. Hwy. 1), S. Daytona
Product(s): Panhead covers for Evos and a variety of bolt-on aftermarket products for Harleys.

We've stopped listing hotels and campgrounds due to space limitations. So don't forget to call the Daytona Beach Area Convention & Visitors Bureau at (800) 854-1234 for accommodations information, and a FREE Bike Week package.

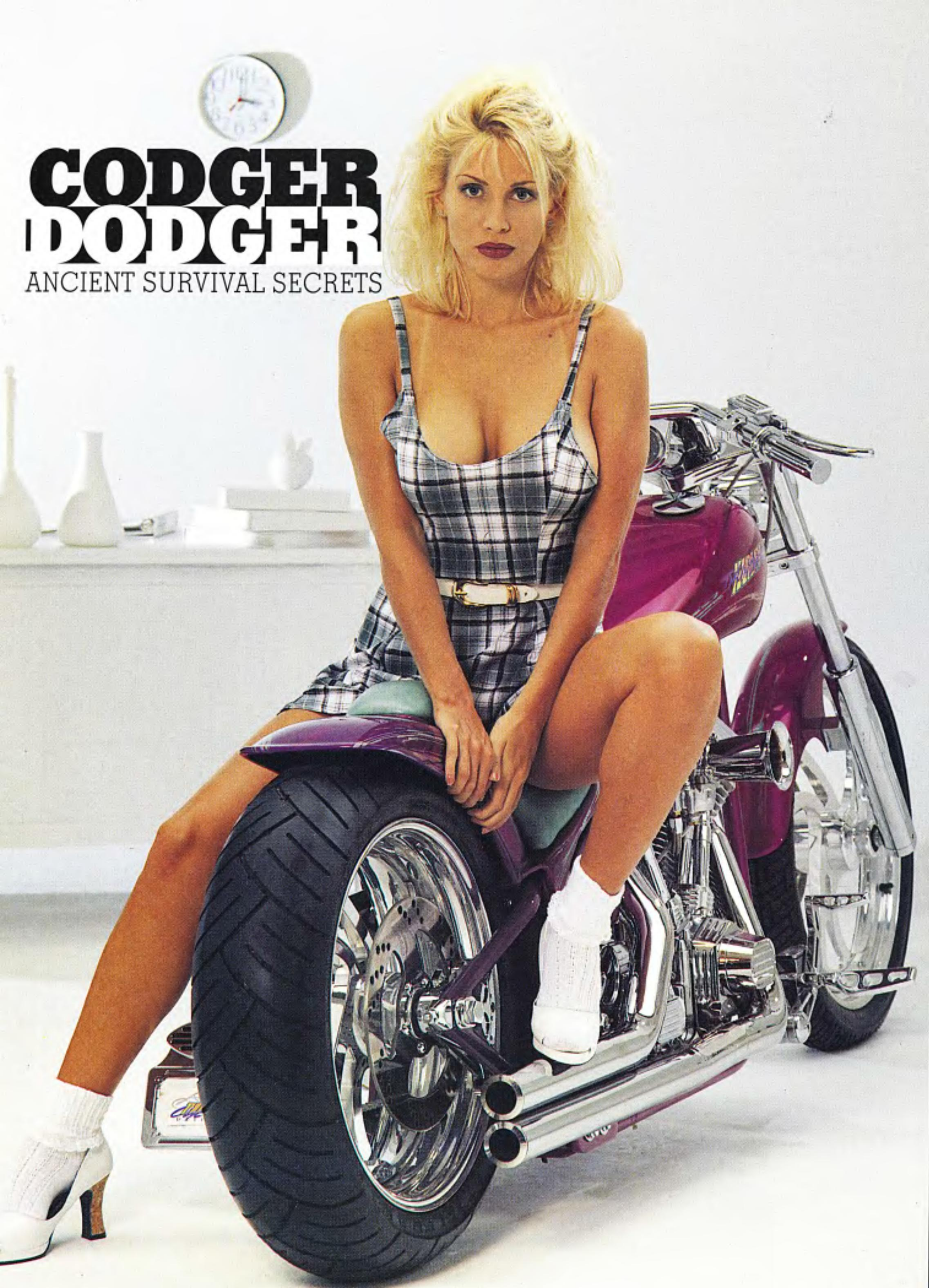
Have a bitchin' time in Daytona.

—Paula Dion



CODGER DODGER

ANCIENT SURVIVAL SECRETS



Easyriders®

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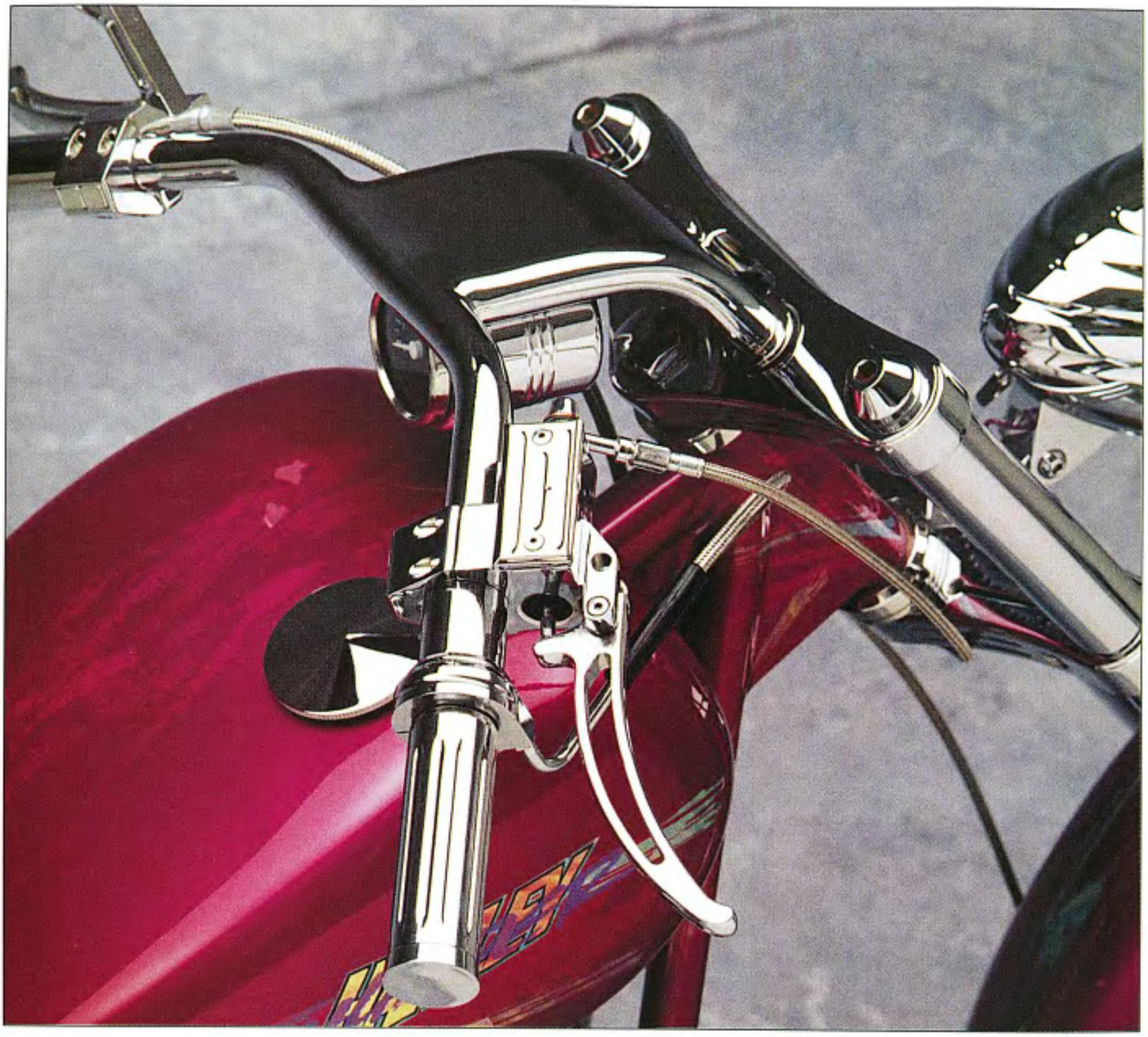
It's your worse urban nightmare: a city full of drivers who can't hear you, can't see you, who drive for miles with their turn signals blinking interminably, who shift lanes without looking, and who never, ever hesitate to turn in front of you.

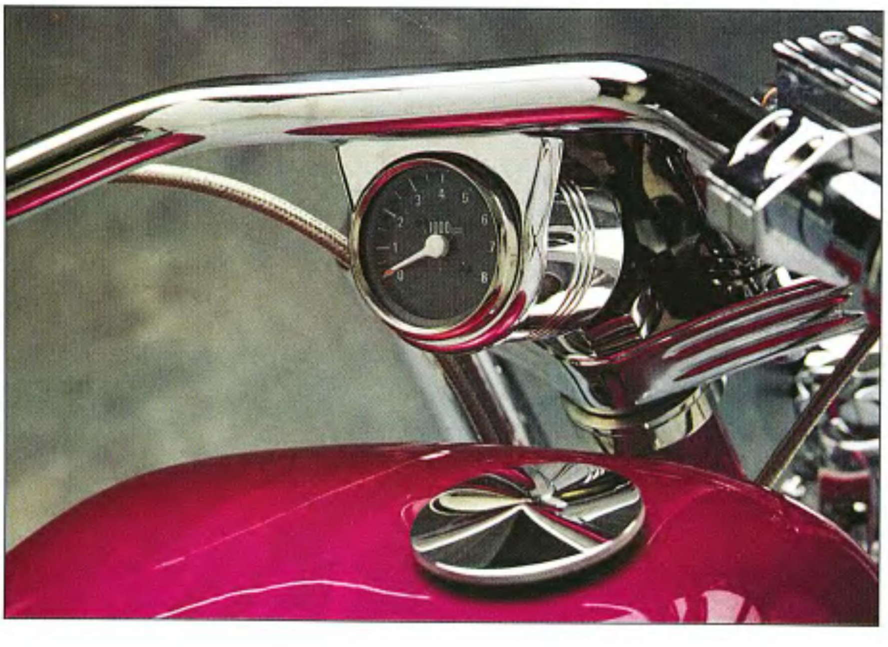
They're old, they're deaf, they squint myopically out at the road from between the wheel and the dash, and they drive the biggest damn cars Detroit produces.

They're the retired, the elderly, those grizzled and ancient relics reeking of liniment and stale dentures. They outnumber you 50 to one and you'd better never forget that this is their city and you're the endangered species.

Welcome to Ft. Lauderdale, pal, geriatric magnet to the world.

"Man, those old people will run you over in a second," Eddie Trotta exclaims with a laugh. "You've absolutely got to learn to ride defensively." →





After successfully piloting south Florida's fogey-filled freeways for 25 years, Eddie's learned a valuable trick or two in defensive strategy. The first rule is: BE LOUD.

Check out the MAC pipes sans muffler on his bike. "You've got to let them know you're there," Eddie explains.

But don't ever count on Granny Alzheimer remembering to change her hearing-aid battery. When loud doesn't work, you need speed. Ninety-eight cubes is just the ticket for rocketing past a snoozing senior suddenly swerving toward you.

Two years ago, Eddie Trotta started Thunder Cycle Designs to blend his survival skills and bike visions into ageless road art. He likes the chopper look, what he calls a bike built with just the bare essentials. Less is more, in other words. With a four-inch stretch and a 38-degree rake, this bike keeps

the classic chopper look without sacrificing handling.

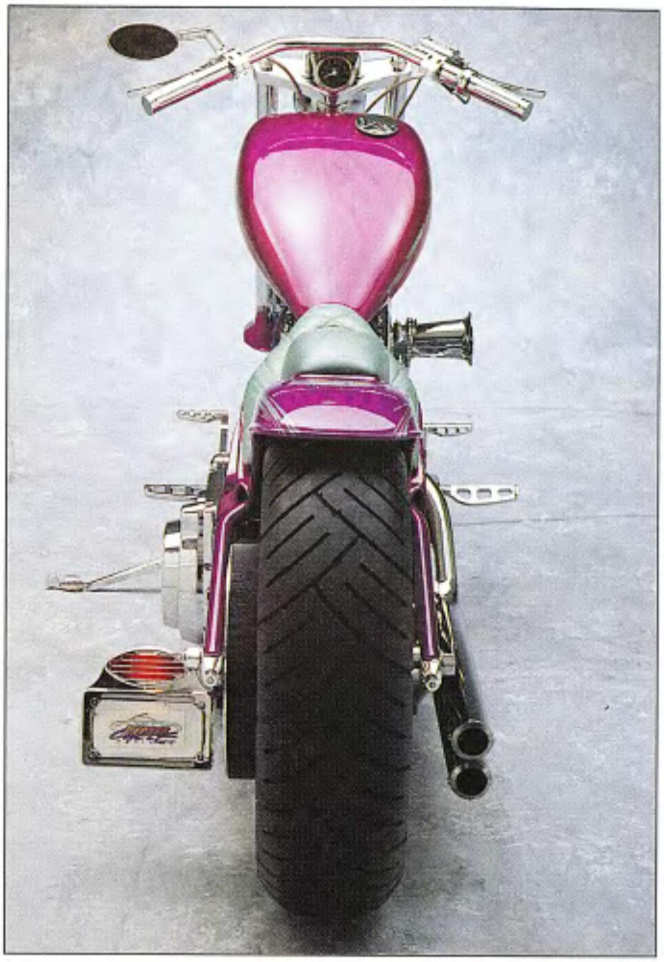
Good handling, then, is rule number three in effectively fending off feebs in the fast lane.

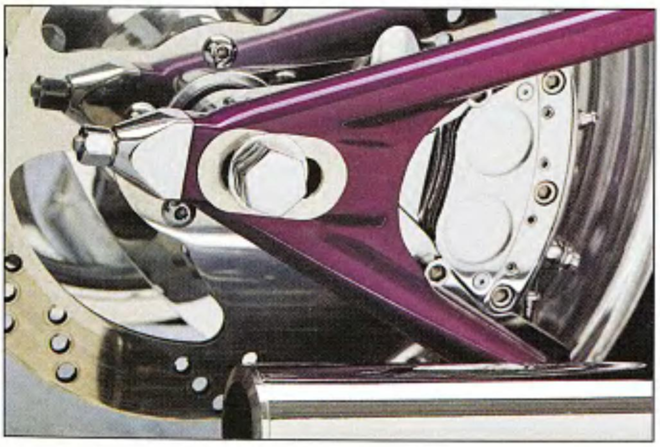
Joe Earl artfully handled the intricate paint job, delicately laying down aluminum leaf before applying the final violet coat. Green lines on the tank tie into a definitely eye-catching green seat.

Rule number four, then, is visibility. If you can make the old farts look twice at your bike, they've probably woken up.

The good news here is that Ft. Lauderdale isn't only a mecca for the overly mature. Check out this month's cover girl, Jodie, the fine young geezer-pleaser gracing Eddie's codger dodger. I don't know about you, but I can feel my blood pressure heading north already.

—Southern Connection





Owner: ....Eddie Trotta
City: ....Ft. Lauderdale, Florida

General

Fabrication: ....Thunder Cycle Design
Year and make:.......1995 Thunder Cycle
Model:..Softail
Value: ....big bucks
Chroming: ....A&E Custom Chroming

Engine

Year:..1995
Model: ....Evo
Rebuilder:.........T.P. Cycle & Engineering
Ignition:..Dyna
Displacement: ....98 cubic inches
Lower end: ....S&S
Pistons:..S&S
Cases: ....polished
Heads:...STD
Cam: ....EV 57
Carb(s): ....S&S G
Pipes: ....MAC
Modifications: ....stroked, big bore kit, S&S balancing, Jim's lifters

Transmission

Year:..1995
Modifications: ....Andrews gears

Painting

Molding:...Jim
Painter: ....Joe Earl
Color: ....violet
Type: ....House of Kolor
Special paint: ....aluminum leaf

Frame

Builder: ....Atlas Pro Magnum
Type: ....Wide Drive
Modifications: ....38-degree rake, 4-inch stretch, internal fender struts

Accessories

Bars: ....Ness/Thunder Cycle
Fenders: ....Thunder Cycle, John Jolley
Headlight:.............................Headwinds
Taillight: ....Ness sidemount
Speedo:..none
Pegs:...........Performance Machine front
Gas tank:......Thunder Cycle, Jim Bortles
Oil tank: CCI
Seat: ....Keith's Seats
Mirrors: ....Pro One
Grips:...Ness

Forks

Type:..Tolle
Modifications: ..Ness trees, 4 inches over

Wheels

Front:....P.M., 21-inch, Metzeler, JayBrake
Rear:.. P.M., 18-inch, Metzeler, Iron Pegasus
Photos: ....Don Rogers

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Chrome Primary FX $94.99 Primary FL $94.99	Fatbob Keyswitch $18.99	New 1996 Vector MX Pro Dirt Bike Helmets $52.99	Chrome Handlebar Control Kit fits 1973-81 $89.99	Shorty "Ultralight" Helmet D.O.T. Certified $36.99	Open-Face Helmet D.O.T. Certified $39.99	Chrome Handlebar Control Kit fits 1982-95 $179.99
Willie & Max Studded Saddlebags $89.99	Extra Wide 16" x 3.50" Deluxe Wheel $199.99	Saddlemen Red Flame Saddlebags $76.99	Made in USA Black Generator $129.99	Polished Aluminum 16" Rear Wheel $359.99	Solid State Regulators $44.99	Late Style Tail light $28.99
New S & S Super E Carb Kits $269.99 & up	Chrome Rear Shocks $109.99 & up	Covercraft Cycle Cover $89.99	Complete Kickstarter Kit with Chrome Cover Fits Big Twins $99.99	Rear Fender FXWG $49.99	Chrome Buffalo Grips $16.99 pair	Made in the USA Chrome Drag Pipes for Big Twins & Sportster $54.99 & up
Speedo Dash Kits $99.99	Big Twin 16" Rear Chrome Wheel Assembly $185.99	Kenda Tires 130/90-16 $39.99	Late Diecast Dash Cover $44.99	Saddlemen Studded Lo-Boy Seat $149.99	Saddlemen Desperado Seat $149.99	Saddlemen Pillow Seat $109.99

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RIP'S RUN

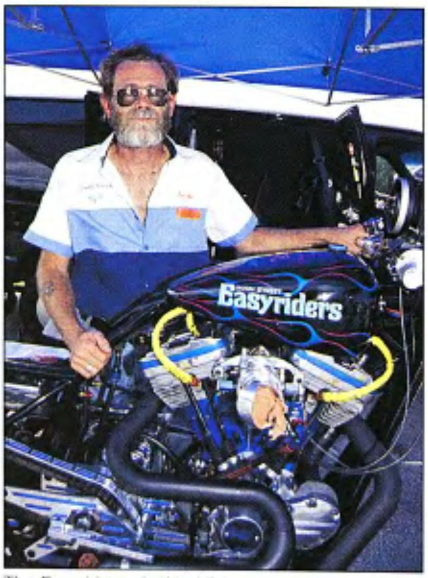
Bill Furr doing one of his famous burnouts.

WITH SUGAR PAI REBUILT IT'S TIME TO RIDE

SLEEPER

How ya doin', Cheese?

Mike Romine from Sturgis, Michigan.

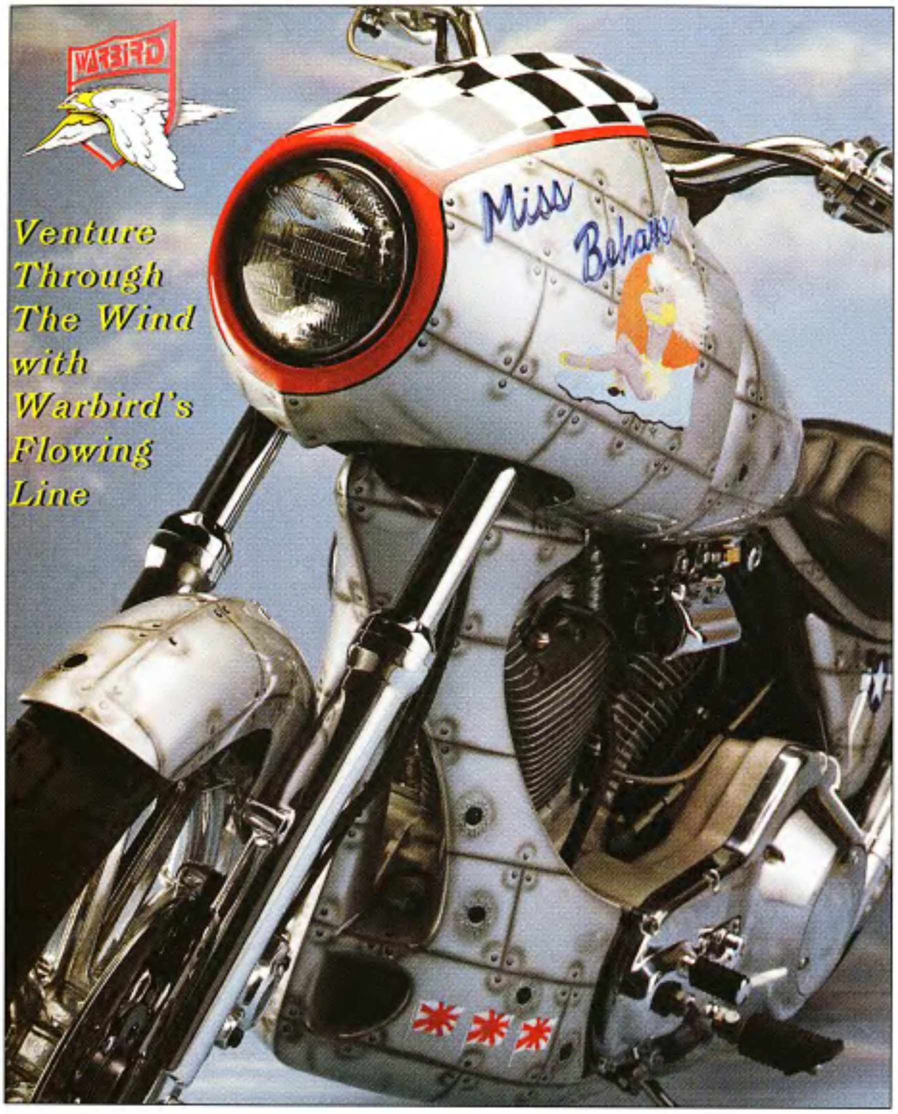


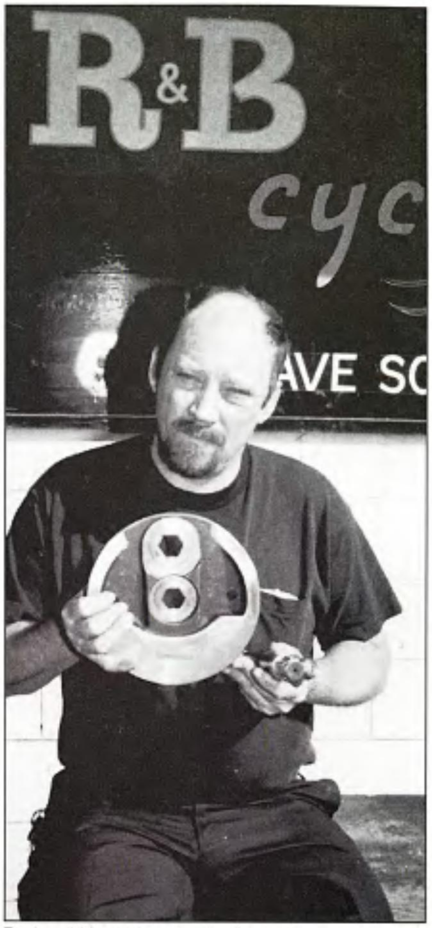
The *Easyriders* winning bike.

Howdy, here we go again—this time with a new Mountain Motor from Axtell Sales. After the All Harley Drag Racing Assn. drags in Rockingham, North Carolina, I flew home for a short visit. My buddy Mondello in Omaha, Nebraska, went by Axtell and picked up Sugar Pai's rebuilt engine. She's now sporting 97 cubic inches. Mondello stuck the engine in the frame and put some miles on Sugar for me. After assembling the engine, the Axtell folks spun it on their engine dyno to make sure everything was copacetic.

When I flew back to Omaha to pick up Sugar, there was snow on the ground in spots the sun couldn't reach. Way too frigid for this SoCal homeboy. I had plans of making a run for it to the Sunshine State of Florida for the drag races in West Palm Beach.

To ward off the chill before leaving Omaha I wore some cold weather gear I'd like to tell ya about. The first was the Warm Suit. At first glance it looks like a wet suit skin divers wear, but it ain't. The outer shell is made out of neoprene. Inside there's a fleece and Polartec inner lining. It's a synthetic lamb's wool material that's very pliable and has a 15 percent stretch factor. The suits are made by Body Glove. It fit good and felt great on the bod. I would recommend them because they worked well over the two-piece long johns I had on. Over them I wore a loose pair of Levi's and a flannel shirt. On top of everything I wore a pair of Darien pants and jacket made by Aerostich. The Darien outfit kept cold air from reaching me. Wrapped up in these clothes, I felt as warm as a bug in a rug. Aerostich makes all kinds of →



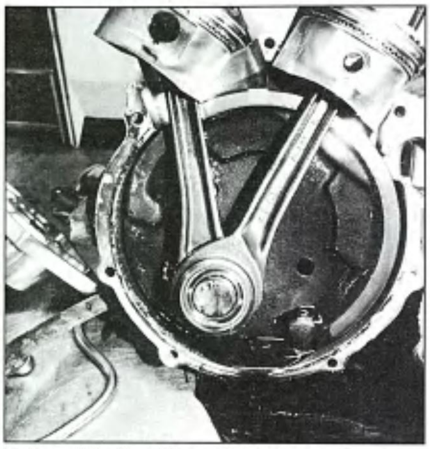


Red and his custom flywheels.

riding togs. The quality is top drawer and very tough. The elbows, knees and shoulders have TF2 pads inside the suit for protection. The outer shell is made from strong and durable Cordura with plenty of GoreTex inside for insulation. It is very efficient. Did I mention that the jacket is waterproof? Aerostich puts out a 100-page catalog crammed with biker-related stuff. I'm very happy with Aerostich products and have worn them for many years. Simply said—they work.

The road south out of Omaha made for a scary ride. Parts of the road were frozen. Going over bridges was exciting, but I found out that large blacktop patches were to be avoided. Just looking at these glossy wet areas ya gotta know they are slick as snot. Sugar and I stayed off them as much as possible. I felt the rear wheel trying to lose traction several times while going over those spots. They were unavoidable in some areas. That is, the patches sometimes covered both lanes of Interstate 29. Midway to Kansas City, while eating lunch at a truck stop, a huge fog bank rolled in. I remember thinking that's right, because I knew that a warm front was coming in against the cold air, hence, fog. The ride south from there was a piece of cake. In fact, I started taking off some of the layers of clothes

Donna and Rick checking out the Hooters wings.



Before—left side of Sugar Pai, broken crankpin.

After—a fresh Mountain Motor.

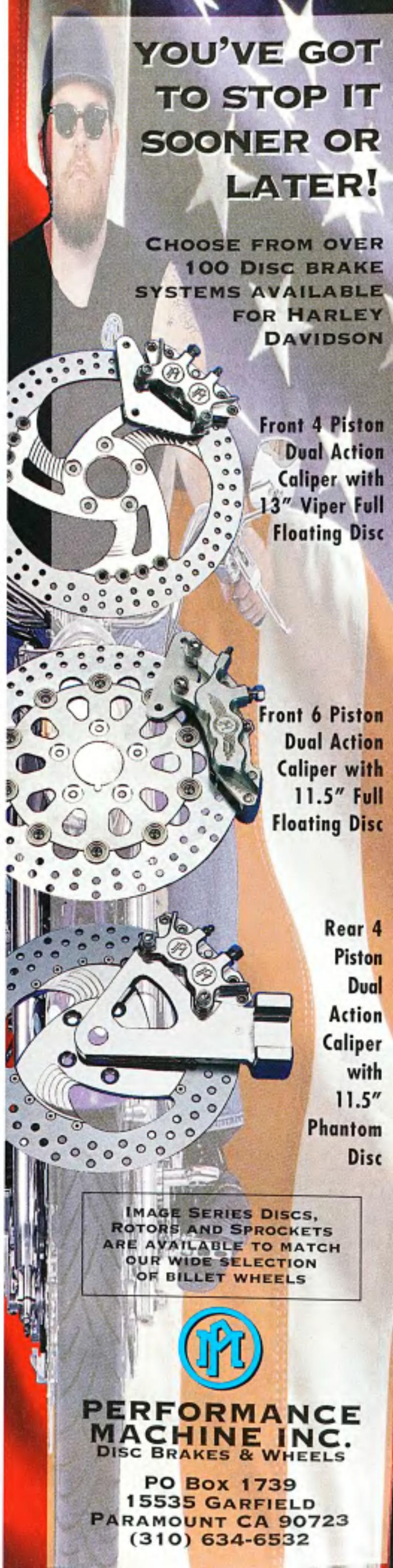
Jan has pretty eyes, Fort Lauderdale, Florida.

I had on. I had started to sweat at the truck stop, so I took off the top of the body suit. I left the bib pants on, 'cause my legs and feet were still out in the elements. Both the Warm Suit and the Darien suit are made right here in the good ol' U.S. of A.

From Kansas City, Sugar and I swung east on I-70 but not before stopping at Central Harley-Davidson in Shawnee, Kansas, for a quick oil and oil filter change. Sugar had a couple hundred miles on the speedo by then.

Everything was going swell up until about 50 or so miles from Columbia, Missouri. That's where I ran out of petrol. Yeah, the first time in, oh, I can't remember how long. Usually I go 150 miles then start to look for a filling station. What I didn't realize till then was that a bigger engine is gonna require more fuel. The reserve didn't hold much 'cause the gas tank had to be raised in the rear to clear the Xzotic Knucklehead rocker box on the rear cylinder. The front was also raised to try to keep it level for the gas gauge, but I guess we didn't get it exactly right.

There I was, stuck about halfway to St. Louis in the middle of the afternoon, what to do? I tried getting whatever fuel was in the right side of the tank over to the other side near the petcock. That was good for a couple of miles. Then I'd push it up a hill and pop it in gear to get it started because the starter Bendix decided to leave about then also. I-70 ain't like the freeways in L.A. In SoCal there're phones every two- or three-tenths of a mile that'll put ya in touch with the Highway Patrol. I'd push the bike up to the top of a hill then pedal it to the bottom trying to start the motor. It kinda reminded me of when I was a kid on my bicycle except now I was on a 1,000-pound Hog. At least it wasn't raining. The sun was out and it felt good. Come to think of it, I hadn't seen a motorcycle going either direction for quite a while. →



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Axtell Sales crew, Des Moines, Iowa.

Finally a kind gentleman came to my rescue. His name was Kim Koelling from Independence, Mo. He drove a pickup truck with a camper. On his front bumper sat a Honda trail bike with a spare gas can attached to it. Jim took it off and gave it to me to pour into Sugar's gas tank. Then he hooked a chain to his truck's trailer hitch. At the end of the chain he attached a motorcycle tie-down strap that was secured to the right highway peg on Sugar's front crash bar. I left the ignition on and put her in second gear. Jim only pulled me three or four feet before Sugar fired up. He stopped and unhooked us, telling me while he was doing that to "take off." Which I did, stopping at the first gas station I came to. I filled the gas tank with the motor still running.

From there I split to Columbia, Missouri, knowing there was a Harley shop called Missouri H-D just off the freeway. They told me that they had only changed one other Bendix drive on a dresser like mine. I guess they don't get many putts with 140K on the speedo. They took care of me while I ate a late lunch nearby. I had stopped here a few years ago while riding Baby on the way to Milwaukee for the 90th birthday party. I rode Sugar right into their service department. Each of the four bays had a quad runner on them but they quickly took one down to accommodate Sugar Pai. They did have the parts I needed for Her Sweetness. Only one in stock, was I lucky or what? Missouri H-D sponsors Linda Jackson, a Pro-Modified drag racer, who captured the No. 1 plate for AMRA this year. Way to go, girl.

From there I kept riding till reaching Nashville, late that night. The next day I went by to visit Red at R&B Cycle. He's a Bros Club dealer who drag races with AMRA in the Super Pro Harley class using nitro. Red is working on several projects. One of them is a set of stress-proof, heat-treated 1144 steel billet machined flywheels. All the pins, crank, pinion, and motor sprocket shafts have hex heads going into the flywheels. They are self-truing. All ya need to assemble them is an impact wrench. They will come in two versions. For the street they will weigh comparable to stock. The race version will be somewhat heavier to compensate for larger bores. R&B has been testing their flywheels using fuel on the dragstrip for a year. With 150 passes Red claims they are still true with in less than .001 run out. They will be available from stock stroke to 5½ inches on all overhead models, from Pans to Evos. They are CNC-machined. R&B will supply the shaft's crankpins, and flywheels

How about those Hooters girls?

Cricket adjusting a clutch—where the ghost lives.

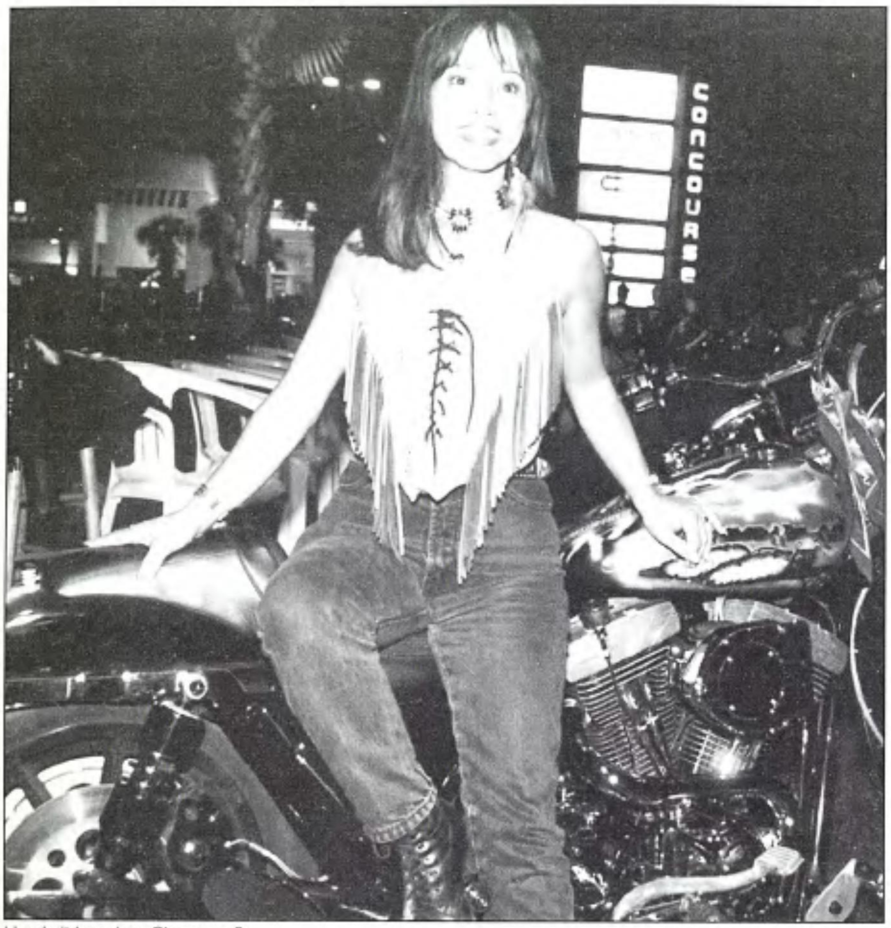
Yo, Mo, whatcha doing to that ghost?

assembled if that's what you want. They will be heat-treated to 4446 on a C-scale. Get your order in now, available in the winter of 1995-96.

From Nashville, Sugar took me to Chattanooga, Tenn. I was gonna stop and visit the Madhouse Bar and Grill, a local biker bar. While eating dinner at a Waffle House near the interstate, I inquired about the Madhouse and was told they weren't in business anymore. So I took off going through Atlanta, Georgia, late that evening. South of Atlanta, the highway was wet, but I didn't catch any rain all the way to the panhandle of Florida. It did get foggy, but my spotlights lit the way for me.

After stopping and retrieving some film that I had sent to the *Easyriders* Store in Daytona Beach, I continued toward West Palm Beach for the AHDRA Inaugural World Invitationals. En route south from Daytona a dude on a rice rocket buzzed by me. He was riding a putt that sorta looked like a Softail. It was red with a rear fender like an FXST Softail. It was customized and looked like he had spent beaucoup *dinero* to make it look like a Harley. Well, by then I had more than 1,500 miles on the new Mountain Motor so I thought, let's see what she would do. I played around with him badly. That is, I took him up to 90 or 95 mph then let him go, letting him think he was getting away from me and winning this race. About that time I got in the slow lane and reeled him in, passing him doing about 105 to 110. Sugar still had plenty of throttle left. Those of you who have ridden with me know how I love to go fast. After a while I let the import rider catch me and then I blasted by him. I did this three times, until the peg on the fuel gauge told me to scope out a filling station.

I think I'm gonna like this Mountain Motor from Axtell. The cylinders are made totally of ductile steel. They don't move around and leak around the base gaskets as the stock barrels are prone to do. Let me tell ya what Sugar Pai II has in her guts. First off, the stroke is stock. The bore is 3 and 13/16 with J&E pistons. They are huge, manhole-cover size. The larger bore doesn't make the piston speed increase, although it probably causes more friction due to their enormous size. To compensate, Sugar's oiling system has been modified with a set of Baisley Hi-Performance PS oil pump gears. They change the ratio. Also, she has a Baisley oil pressure bleed-off system. What this does is allow the new S&S oil pump to run with stock oil pressure, but at a higher volume. This ensures at least 15 pounds of oil pressure so →



How's it hanging, Cheyenne?

Jacqueline Ward, PR manager, Hooters, Jupiter, Fla.

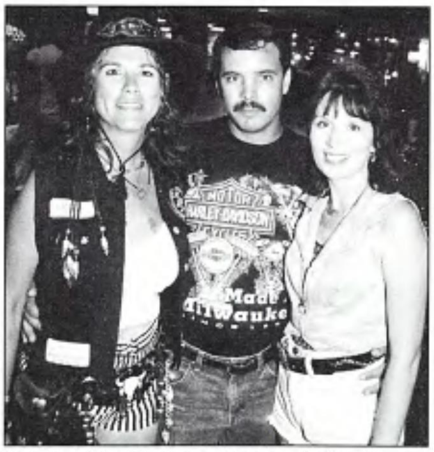
Photos: Rip

the bottom end receives an uninterrupted supply of oil and the cylinder walls don't suffer from oil starvation. Because of the bearing surfaces on the crank, autos need more pressure than H-D's. Since Harleys operate using rollers, volume is needed more than pressure.

Sugar also has a set of new Edelbrock Performance R.P.M. cylinder heads. The intake valves are 1.940 inch larger and the exhausts are 1.610 inch. The guides are ductile iron. She now runs 12 mm spark plugs due to the increased size of the valves. Sugar is also sporting the Edelbrock three-piece intake manifold with the Edelbrock/QwikSilver II, 40 mm carburetor. I had run the 38 mm QwikSilver carb before and liked it. It's simple, and when adjusted, I couldn't find a flat spot anywhere, from off the throttle to full bore. Ya can't ask for any more.

In the ignition department I've got the new Crane Hi-4 single fire system for single-plug heads (part #8-2100). She's also running a Crane single-fire performance ignition double coil for single-plug heads (part #8-3001). They bolt onto the stock bracket with a minimum of fuss, a feature I like a lot. The cam is also Crane Cam unit (part #1-1003) with a .550 lift on both the intake and exhaust valves.

I think I'm gonna be a happy camper


Partying at the Hooters parking lot, Jupiter, Fla.

with this combo. Those rice riders are gonna be in for a big surprise when they want to play around. You know the dude I dusted ain't gonna tell his friends that he had his doors blown off by some old dude on a dresser. But I bet it's fuckin' with his psyche. Why would anyone spend good money trying to make his or her putt look like a Harley. Why don't they start off with the real deal, not an imitation?

Anyway, as the motor breaks in I'll be getting better gas mileage and performance. If I get the chance I'll put Sugar on a dyno. I'll let you know what the horsepower and torque chart out at.

Before the drags I rode out to the races with a group of riders from Larry Stanley's shop, Heaven on Wheels. They build custom bikes to your specs. Larry's a Top Fuel drag racer and has been in business in the Ft. Lauderdale area for more than 20 years. They moved to their present location last July. Heaven on Wheels has a paint booth and do complete motor and trans work along with chrome . Cricket, one of the shop's mechanics, has been working for Larry for six years and comes from the same area in Ohio that Larry is originally from. Stanley is the rider for the Gray Ghost Top Fuel Racing Team.

After the drags in West Palm, many riders rode by Hooters of Jupiter, Florida, for their monthly bike night. We heard live music by Trenchcoat. Also, outside in the parking lot they had biker games. It was great fun. Ain't the government got some nerve trying to push male waiters on the Hooters chain? They can't even keep our government going yet they're telling Hooters how to run their own business? Go figure.

I'm looking for places to go to, bikerwise. So drop a line letting me know what's going on. Until then, see ya.

—*Rip*

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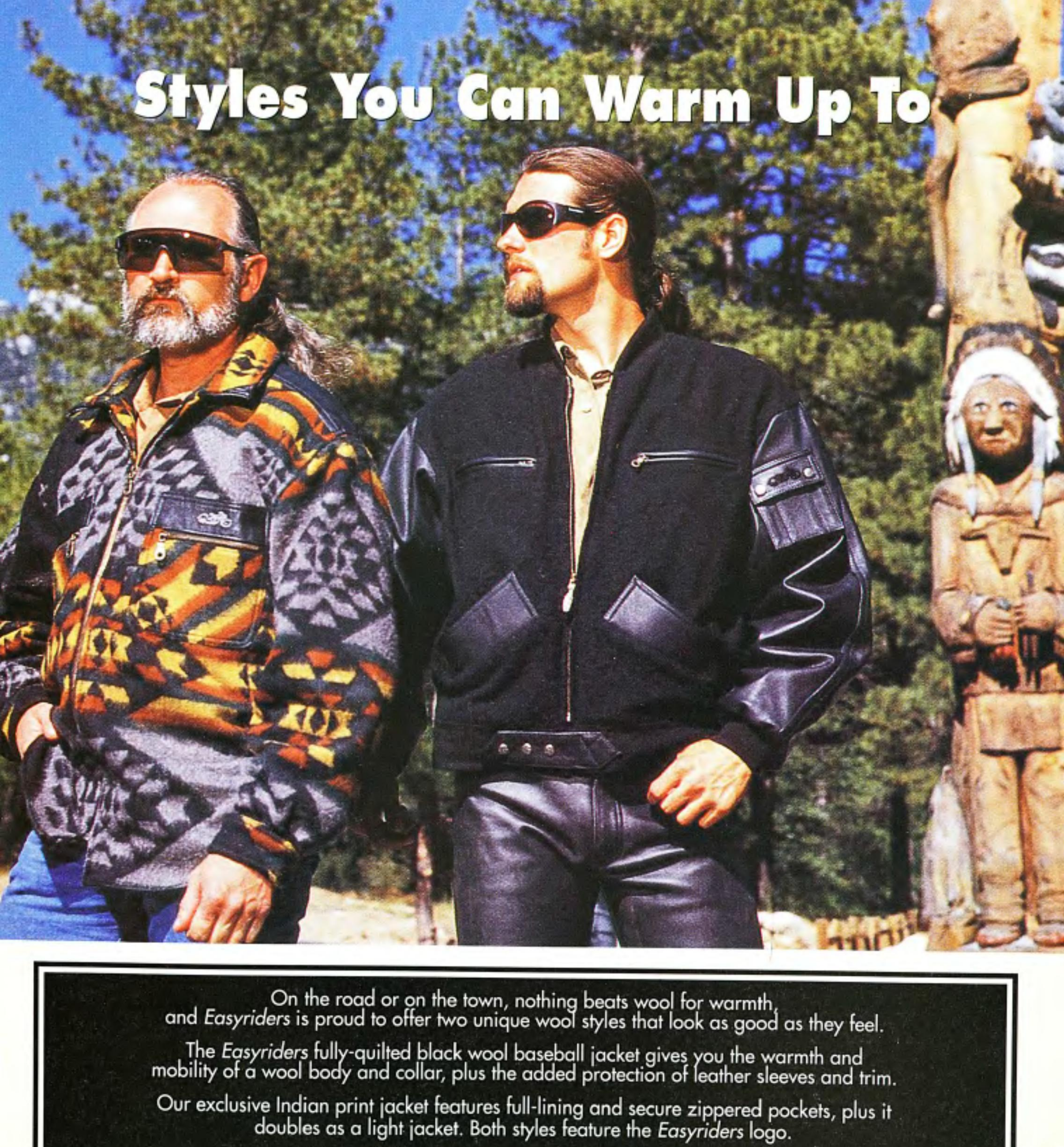

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Why did she have to come along? We're probably going to get ourselves killed. That thought rode heavy on Iron Mike's mind as the long miles rumbled all too quickly away beneath their Super Glide.

Donna's hands clutched his waist tighter as if in answer to his unspoken concern. They both knew all too well this was a very dangerous trip, one they may never return from. His brother Randy hadn't returned after making this journey; he was dead. Only Donna and he knew this. The official report from the county sheriff's office was that he was simply missing.

Randy had been Donna's brother-in-law and friend, part of the family. Iron Mike knew there was no way to talk her out of coming along with him. When a woman sets her mind to something, there's not much a man can do to change it, especially when it's vengeance time.

Iron Mike thought back to when he was just a kid. He could remember the silver-haired old parson preaching to him and his brother from behind a tall oak pulpit every Sunday. Weekends were something he'd never looked forward to. His mom would make him scrub until his skin was as red as a beet, then he had to dress up in a suit and tie. Peeling like a chicken being taken to meet Colonel Sanders, his mom would then drag him off to church.

One thing he recalled from all that preaching was the minister saying God had created one perfect man. He sure never said anything about God making even one perfect woman, however. Iron Mike smiled when he decided Donna was the best ol' lady he could ever expect to find. He patted the back of her hand gently and slowed the Glide to exit from the interstate. He coasted to a stop and shut off the sweetly rumbling engine. Both of them looked somberly toward the distant snow-capped peaks to the west. A little-traveled dirt road alongside a rushing creek led into a steep canyon and into the high mountains.

"We're nearly there," Donna finally said, breaking the long silence.

"This is our last chance to go back and get some help," Iron Mike said firmly as he tapped a cigarette from a crumpled pack and lit it.

"Hon," Donna replied without taking her green eyes from the distant peaks,

THEY KILLED YOUR BROTHER. NOW IT'S OUR TURN ...

"We've been through this many times before. We're the only ones who can see it through. We have to, no one else would ever believe us, not in a million years."

"Yeah, I know, but this is like something out of a really bad late-night horror flick. Problem is this isn't some Hollywood movie. These things are real as hell."

"And they killed your brother. Now it's our turn to make them pay," Donna said. She felt the unfamiliar bulk of a revolver tucked in the belt wrapped around her slender waist, hidden from view by her black leather riding jacket

Mike took a long drag on his cigarette, threw down the butt, and crushed it out with his boot. "From here on there's no turning back," he cautioned, as he pushed the starter button bringing the V-twin back to throbbing life.

"No, there's not going to be any turning back," Donna replied loudly over the rumbling engine, as she grasped Mike's waist tightly. He clicked the Harley into gear and started the Glide up the steep dirt road alongside the clear running waters of Lobo Creek.

"This is where they found his pickup last fall," Iron Mike said as he maneuvered the Harley into a tree-lined campsite cradled in a steep, craggy, canyon alongside the roaring creek. He shut off the engine and stared cautiously at the empty campsite wondering if he and Donna really knew what they were getting into.

While Mike was unpacking their →

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GOD MUSTA BEEN TIRED WHEN HE MADE THIS PART OF THE COUNTRY

camping gear from the bike, Donna studied the jumble of rocks, trees and cactus that marked this part of New Mexico.

"Randy said it seemed to him that God musta been tired when he made this part of the world and just left it unfinished," Donna said quietly.

"Yeah, he's … was … quite the writer. He could fill a whole damn page with words just to tell you what time it was."

"I'm sorry he's gone."

"That's why we're here. It's payback time," Mike said firmly as he surveyed the rugged cliffs alongside the creek.

"There's still snow in the shadows," Donna noticed. "It looks like we're the first ones to come here so far this year."

"Good!" Iron Mike exclaimed. "They'll be hungry."

A yellow full moon was floating high in an ink black, star-studded sky when Mike tossed another arm-sized log on their crackling campfire. Donna sat on a fallen tree trunk beside him with a blanket wrapped over her shoulders to keep the chilly mountain air at bay.

Mike took out his sheath knife and started cutting some beef jerky into →

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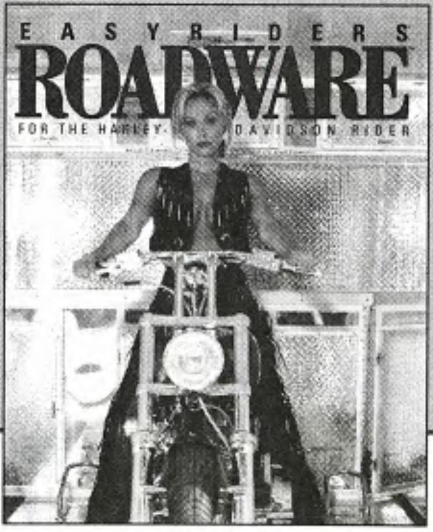

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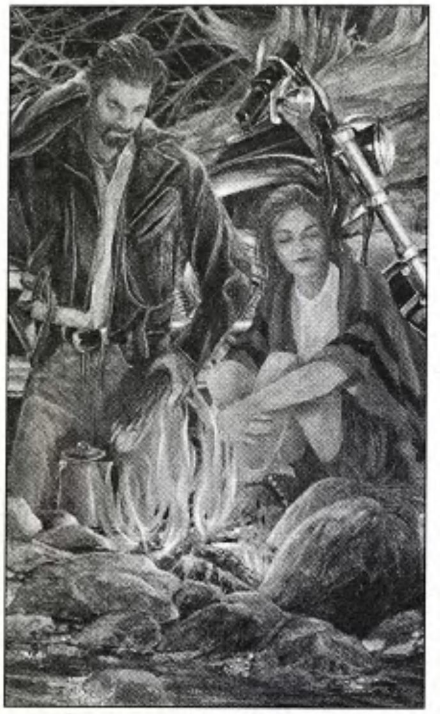

small squares. He added them to a pan of boiling water that contained some carrots, potatoes and an onion. Soon they would have what he proudly called "biker stew" to eat. Neither of them was very hungry but cooking gave them something to do besides worry while they waited.

"Babe, this is going to be the best batch of stew you ever ate," Iron Mike said happily, while shaking a packet of pepper into the pan.

"At least you brought along some jerky. That's one meat you put in I can recognize. I don't like it when you use mystery meat."

"Oh, you're still upset about that time in Sturgis."

"Mike, you didn't have any jerky with you. I know for a fact you didn't, and that lady from the motor home never did find her poodle," Donna said, laughing.

"Poodles and Noodles, a specialty of the Road Kill Cafe," Mike replied grinning, then his smile fled. He ran his fingers nervously through his black beard and looked at Donna. "I'll confess, what we ate that night was rabbit stew. Whatever happened to that screeching old biddy's dumb poodle I don't know. Maybe it got caught by a coyote—they eat dogs, you know."

Donna knew all attempts to be witty were over. She always loved Mike's off-beat humor. It was one of the things that had attracted her to him in the first place. Using a corner of the blanket as a pot holder, she carefully moved the pan away from the fire. "It's a scary thing finding out you're not at the top of the food chain," Donna said.

Mike got a faraway look in his eyes, sighed, and after a long moment of silence said, "Badland. That's what the Apache Indians called this place." He was talking more to pass the time than anything. They had talked of little else all winter, it seemed.

"They never would venture into this area," he continued. "That's what fascinated my brother so much that it caused him to come out here to this godforsaken place. He read in some book that in those ancient days, when an Indian committed some terrible offense against the tribe, they would banish him to this canyon. It was considered a far worse punishment than killing them, and they had some really nasty ways to kill a person. He couldn't understand what could be so terrible about this canyon that would frighten Apache Indians.

NATURE HERSELF HAD BEEN FRIGHTENED INTO SILENCE

"Then, Randy started doing more modern research. He found numerous newspaper accounts from the 1880s that mentioned disappearances, strange vanishings of people from Lobo Creek as it's called today. Sometimes whole families would just simply drop from sight, never to be seen again.

"What really piqued his interest was when he found that these disappearances still continued right up to the present time. Always there were two or three a year—sometimes more. Randy unearthed an account of a whole troop of Boy Scouts that went camping on Lobo Creek in the 1930s. All twelve of them and their leader were never seen again.

"Of course the authorities always made a thorough search; lately using helicopters and hundreds of men. They never found a single trace of any of those people. The official explanation was always the same, just like they explained Randy's vanishing.

"This is rugged country and the authorities said people simply wandered off and got lost, then died of exposure. There's literally thousands of nooks and crannies around here. 'We just couldn't look in all of them' was the official answer."

"But they always conducted their searches during the daytime," Donna

"And another thing! I'm sick and tired of you constantly referring to me as 'The Little Woman'!!"

added. "And the people always disappeared at night."

"Yeah," Iron Mike said, as he cast a worried look at the full yellow moon. "They never searched at night."

"Listen," Donna suddenly whispered. "What do you hear?"

"Nothing—not a thing."

"That's just it, not even a cricket's chirping."

Donna was right. There was no sound. Just stone silence. Iron Mike had never experienced anything like this before. Always there were some sounds. Crickets, birds or animals usually punctuated the night but now there was nothing. It was as if nature herself had been frightened into silence. Even the air had taken a different feel. It was heavy, almost syrupy and oppressive.

"They're coming," Donna said. Even her soft voice seemed to boom against the rock cliffs in the ominous silence.

"I think so," Iron Mike replied as he felt for the security of the revolver tucked into his belt under his leather jacket. In spite of himself he felt his hand tremble and the hair on the back of his neck seemed rough against his shirt collar.

Mike fought down the urge to grab Donna and toss her on the Harley and head out of this cursed canyon as fast as his Super Glide could run. When he heard the snapping of a dry twig just a few feet up the creek from their campsite, he knew it was too late for that. He and Donna had no choice now but to play it out just as they had planned all winter.

A tall, gaunt man with snow-white hair and a beard to match stepped from the shadows into the wavering light of their campfire. He was wearing a wrinkled khaki shirt and faded blue jeans. His first appearance was that of an old man but a closer look showed unwrinkled olive skin beneath his white hair and beard. The stranger looked at Iron Mike and Donna with emerald green eyes and an emotionless face.

"Don Castillano, I believe. At least that was the name you used last fall," Iron Mike spat out with a lot more authority than he felt.

The man stepped closer, causing Mike to increase his sweaty grip on the hidden revolver, then a thin smile crossed the man's lips and he squatted down to look at Mike and Donna across the flickering yellow light of their campfire.

"Why, you must be a real genius," the stranger replied in perfect English. Then his smile vanished and his eyes flared as he said, "My wife and I have never had the pleasure of eating a genius before. It will be a new and →

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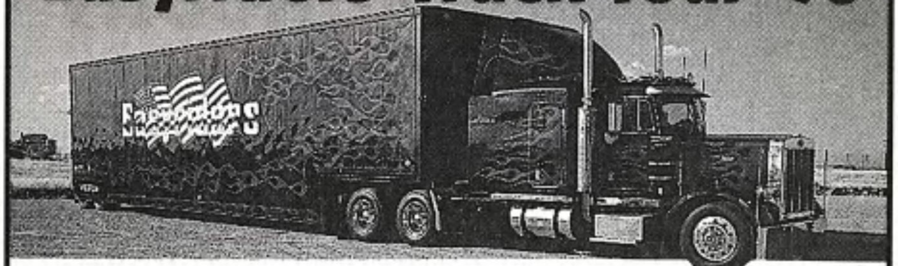

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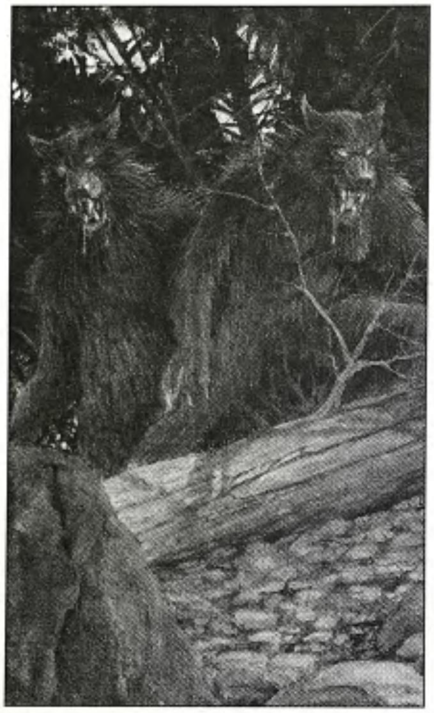


delightful experience for us."

In the distance a shrill howl that sounded like a woman's scream echoed from the rugged walls of Lobo Creek Canyon. "My lovely wife will soon be joining us for dinner," the white-haired man said matter-of-factly, then added, "and yes, for what it will be worth to you, my true name is Don Castillano."

"And the bitch that's coming, her name is Maria, right?" Iron Mike hissed.

A look of fury crossed the stranger's face, then he seemed to relax and asked, "How did you get to be such a genius anyway?"

"You and your—Maria, killed a man right here in this place last fall. His name was Randy, and he was my brother."

"So that was his name. Through the long years there have been so many. You must understand, it's hard for me to remember them all. Brotherly love, however, is a wonderful thing. It has led to a lot of meals for us." Then, as an afterthought Don Castillano asked, "How did you come to know our names?"

Iron Mike started to answer when a pair of flame red eyes started drawing near through the brush accompanied by rustling branches and a sinister low growling.

"Maria, my love, how nice of you to join us," Don Castillano said happily to the hulking silver-gray form that was coming into the firelight by his side.

Donna barely managed to choke down a scream as she threw the blanket from around her shoulders and pointed a nickel-plated revolver at the snarling monster. Iron Mike pulled his gun and aimed it unwaveringly at Don Castillano.

The brutish thing came and sat drooling through fanged teeth alongside the olive-skinned stranger across the campfire from them. This monstrosity was far more terrifying than anything they could ever have imagined. It walked like and had the appearance of a large dun-colored baboon with fiery red eyes that stared unblinkingly at them.

At first, Iron Mike thought the beastly thing that Don Castillano called his wife was sitting on its knuckles, until he saw they were not knuckles at all but razor-sharp ivory claws that must have been six inches long. How many times had those claws ripped

HIS NAKED BODY BEGAN TO FLOW LIKE LIQUID MERCURY

the life from some innocent kid?

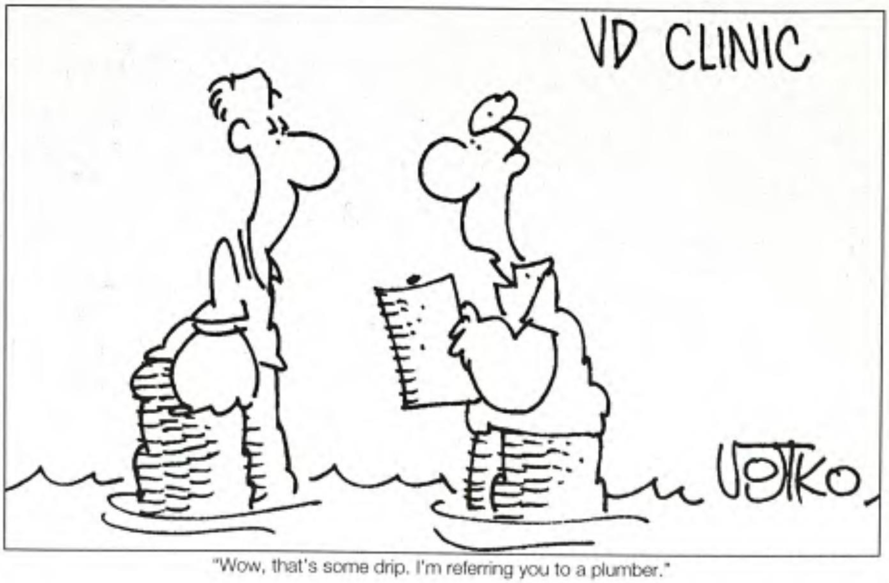
"I must apologize for my wife. When she is 'changed' it's impossible for her to speak. However, if she could, I'm certain she would welcome you to our canyon. We do enjoy our company. Don't we, my dear?"

He continued in his dignified tone. "Maria and I have called this place home for a very long time, ever since the first part of the last century when it was claimed by Spain. We ventured here to this desolate country with a large party to survey our family's portion of a vast land grant given by the Queen to my father for his long and loyal service to her. The tribe of natives—Apaches you call them—who inhabited part of this grant stubbornly refused to leave our land. This led to several battles and many were killed on both sides.

"One day a band of these Indians came to our camp under a white flag of truce. Their Chief, Running Bear, spoke through an interpreter. He warned us to leave, saying that part of the property we claimed was what their Shaman called 'Malpais.' This was a place where the evil spirits from the underworld can break through into our world. Here they can take over a human's soul and cause the victim to become a wild beast.

"We laughed at their puny attempts to frighten us from what was rightfully our lands. I knew from my father's teachings the only way to handle savages is with force. I had my men kill them all. After that we saw no more Indians and soon their silly threats were forgotten.

"Then one night during a full moon, a medicine man slipped into our tent and slightly scratched my wife and me with a strange withered paw before I killed him. That was the only weapon the Shaman had with him but it was



"Wow, that's some drip. I'm referring you to a plumber."

sufficient, I assure you. The Apache had a most effective curse. It has kept us here ever since!

"Now you know our story," Don Castillano said with finality, as he stood up and stripped off his clothes with a fluid, practiced motion to stand before them naked. "It is now your turn to tell us how you got to be such a genius."

"All right, I will," Mike replied, without moving the gun that was still pointed across the flickering campfire. "My brother, the last man you killed, was a writer. He kept a tape recorder in his knapsack to record what he saw and heard for later use. He must have forgotten to turn it off because it was running when you two came into his camp. It recorded everything you said, even when you 'changed.' The sound of his gunfire as he tried to protect himself and his screams as you ripped the life from him was the last thing on that tape."

"Yes, bullets are like mosquito bites to us," Don Castillano replied blandly.

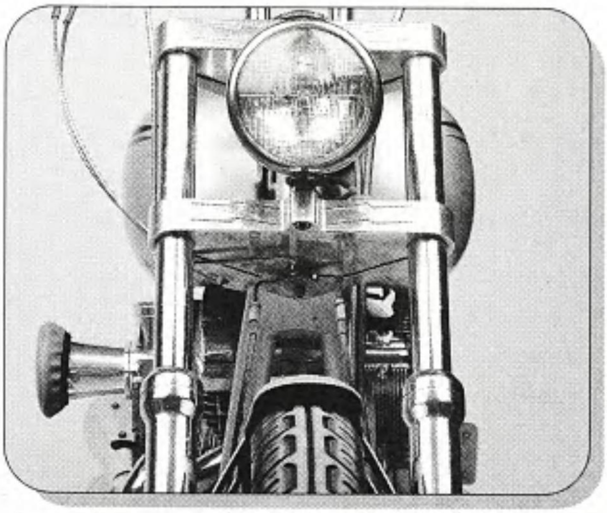
Mike and Donna watched in horrified fascination as the man across the campfire standing by the beast actually seemed to begin melting. It was nothing resembling what they had seen in the movies. Don Castillano had a sinister smile on his face as his naked body began to flow like liquid mercury into a shape akin to the hideous thing by his side.

"But from Randy's tape we knew what you were," Iron Mike yelled at the two. "We studied and learned there were ways to kill werewolves such as you. When we took our homemade silver bullets to the old priest to get them blessed he suggested we should get some serious counseling, but he did bless them and they are loaded in these guns!"

Twin howls of rage and fear were punctuated by the sounds of gunfire, then silence returned to Lobo Canyon.

After a while an owl let out a cautious hoot from the top of a tall pine tree. Then the crickets resumed their mating din. The sounds of night in the mountains began returning to Lobo Canyon and the place called Badland.

The next morning a black Super Glide rumbled north along Interstate 25. Cars slowed alongside the Harley and wide-eyed children pointed. It was not the muscular rider or the diminutive blonde clutching him tightly that caught their attention. It was the two silver-gray, impossibly large wolf tails tied to the sissybar and flying in the wind. ⊙



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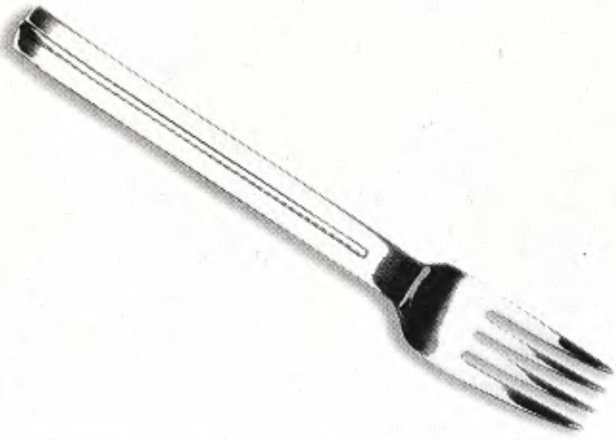

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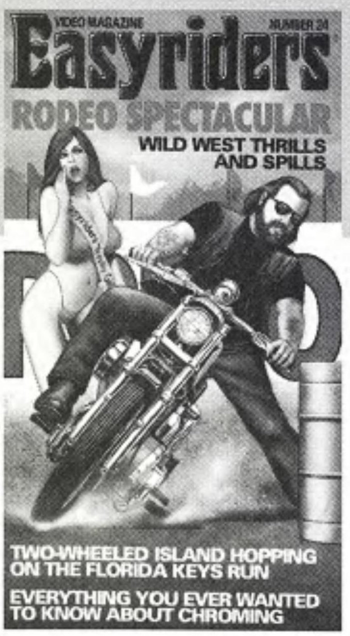

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DOUBLE D FANTASY
Or, How To Install One Bodacious Beam

The Double "D" Headlight Lens Cover (available through TR Enterprises, Inc. 714 E. Acequia, Visalia, CA 93277, 209-635-7589) was the brainchild of Tim Thiel, Butch Reed, and a whole lot of beer. Tim was building another show scoot—'64 Pan upper, '74 Shovel lower with a leftside carb—and he wanted something dynamic for the focal point of his front end. His buddy, Butch Reed (of Butch's Metal Magic fame) has always specialized in building one-of-a-kind show rods. When Butch stopped by to see how Tim's Pan was coming along, he decided to play a little joke on his buddy. While Tim was out shaggin' a couple of beers, Butch took a '37 Packard headlight, spun it around backwards, and taped it to the bike's front end. When Tim returned, cold ones in hand, his jaw dropped to the floor as he laid his eyes on exactly what he'd been describing to his friend: "Holy shit, that's it, bro!" In fact, the thing looked so good that Tim and Butch decided to go into the manufacturing biz. So, what started out as nothing more than hijinks became a pipe dream-turned-real.

After many trial molds and experimentations with various types of glass and plastics, and after a long, trudging road of trial and error, mileposted with many setbacks and disappointments, Tim and Butch finally ferreted out just the right combination of glass, metal, and mold to manufacture the world's first double D-cup headlight lens cover.

The unique product surpassed their wildest expectations on all fronts. The bullet-shaped aesthetics, originally conceived for an FLH-style front end (soon available for other models), enhance the streamline flow of a bike's profile and were met with instant approval by bike builders across the board. From a safety vantage, the vastly increased amount of light ensures greater visibility to both the rider and oncoming (and peripheral) traffic—helps night riders to both see and be seen! On the aerodynamic front, wind-tunnel tests demonstrate

Photo 1

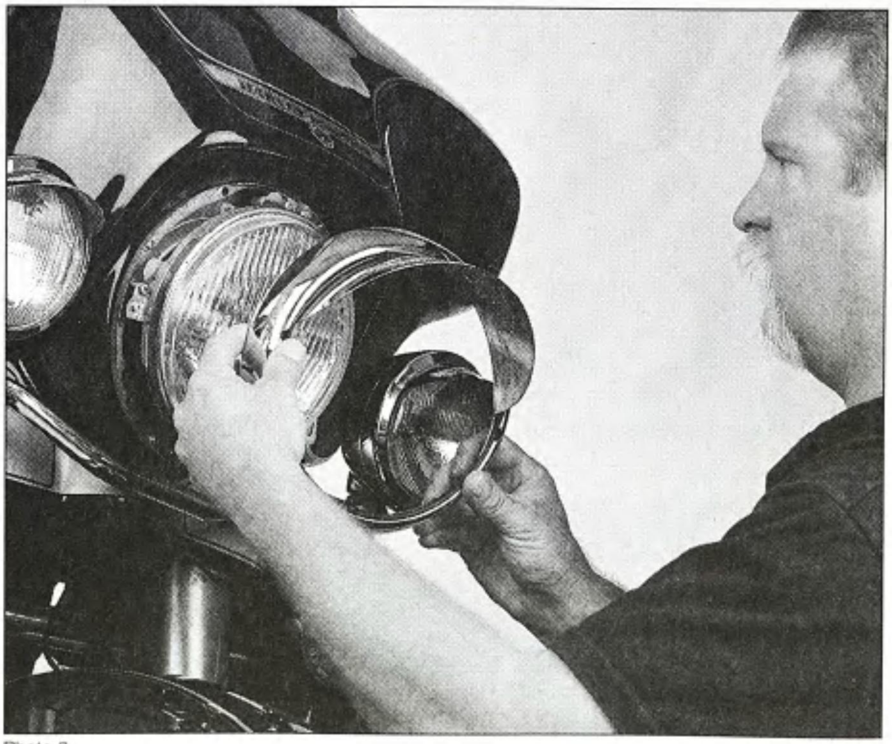
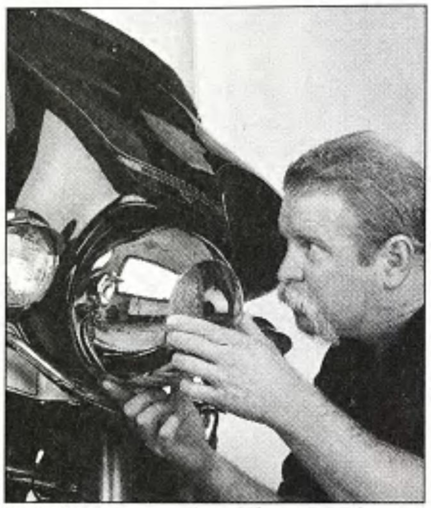


Photo 2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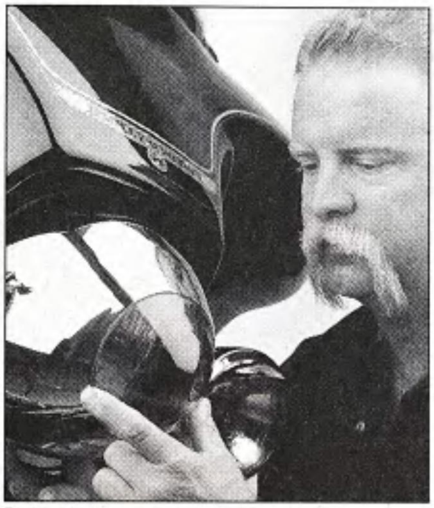
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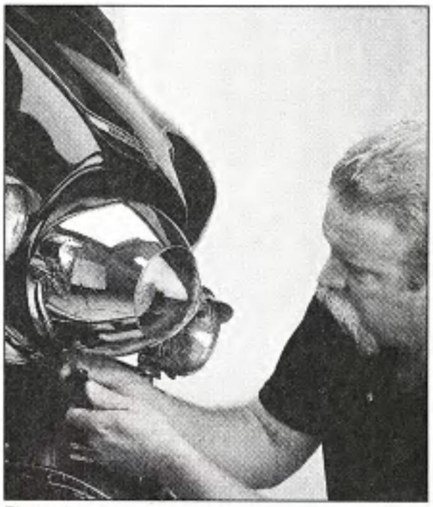


Photo 5

that the Double D's conical design significantly cuts down wind resistance (by meeting frontal air with a single point as opposed to a flat surface) and sends a draft downward where the re-routed air does the most good—cools the engine.

To date, the Double D comes in two (near-identical) models: The first model fits 1960-1984 FLH front ends and

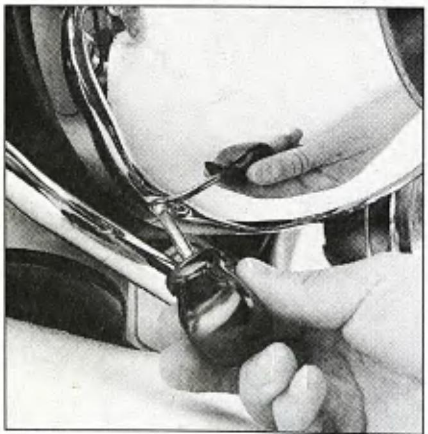


Photo 6

Ultra Classics as well as aftermarket headlight housings (CCI, Chrome Specialties, Drag Specialties, and so on). The second model fits Road Kings and FLHTs from '93 through '96. For smaller headlights, a third model is in the works. So, here's the 60-second installation procedure: Grab a Phillips screwdriver. Remove screw from stock bezel. Remove stock bezel from bike (photo 2). Remove Double "D" Headlight Lens Cover from box. Install Double "D" at 45-degree angle, beginning at top of headlight (photo 3). Slide finger downward in finger slot (photo 4) until bottom hole of the lens lines up with the screw hole (photo 5). Screw that bad boy on (photo 6), stand back, and check out one bodacious beam.

—Clay Dog

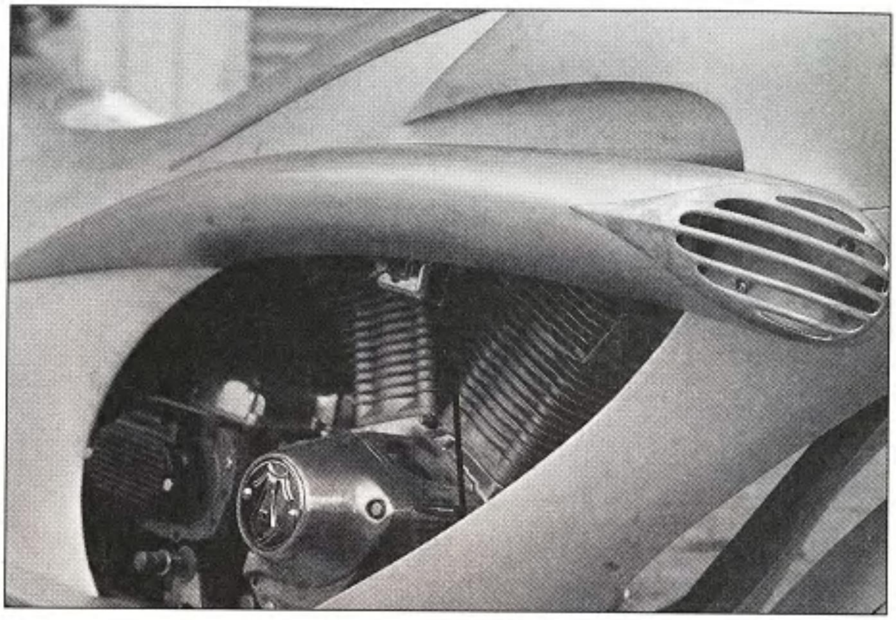
Source

Double "D" Headlight Lens Cover
TR Enterprises, Inc.
714 E. Acequia
Visalia, CA 93277
(209) 635-7589

Photo 7

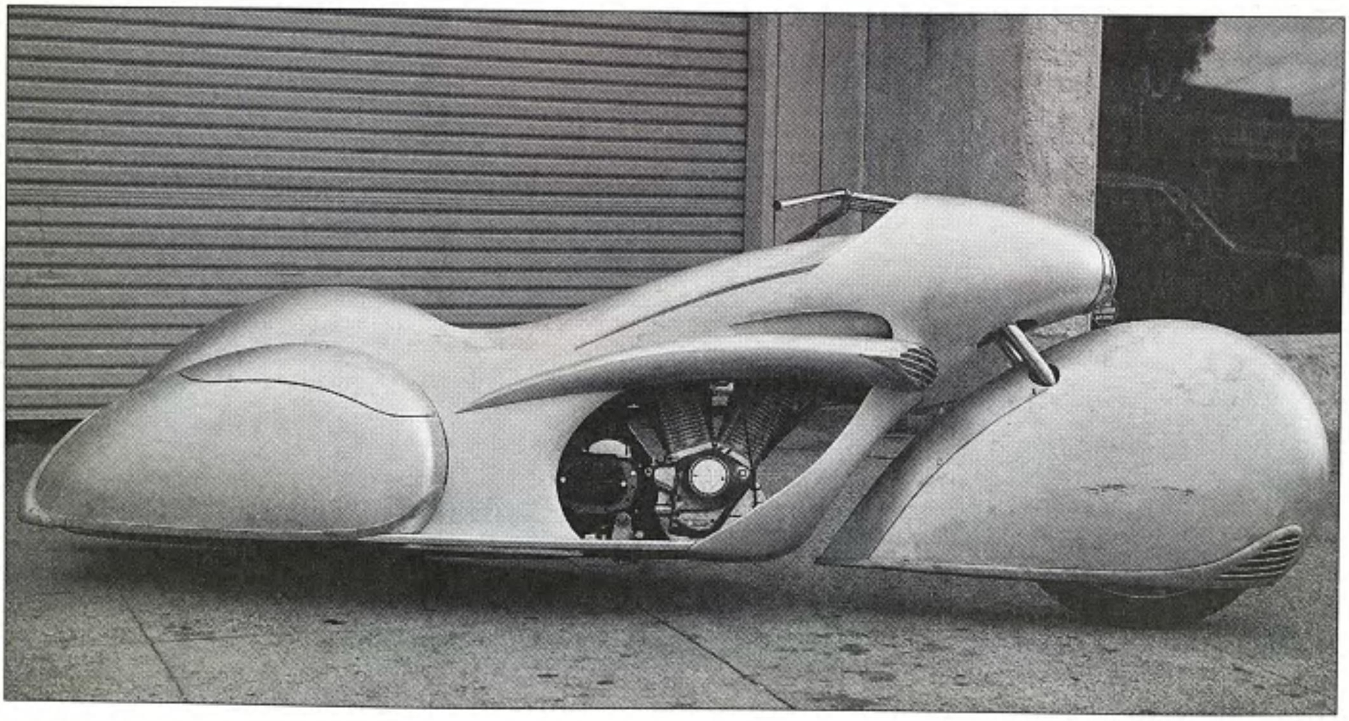
SMOOTHNESS

The Future Is Here, But Does It Make Toast?



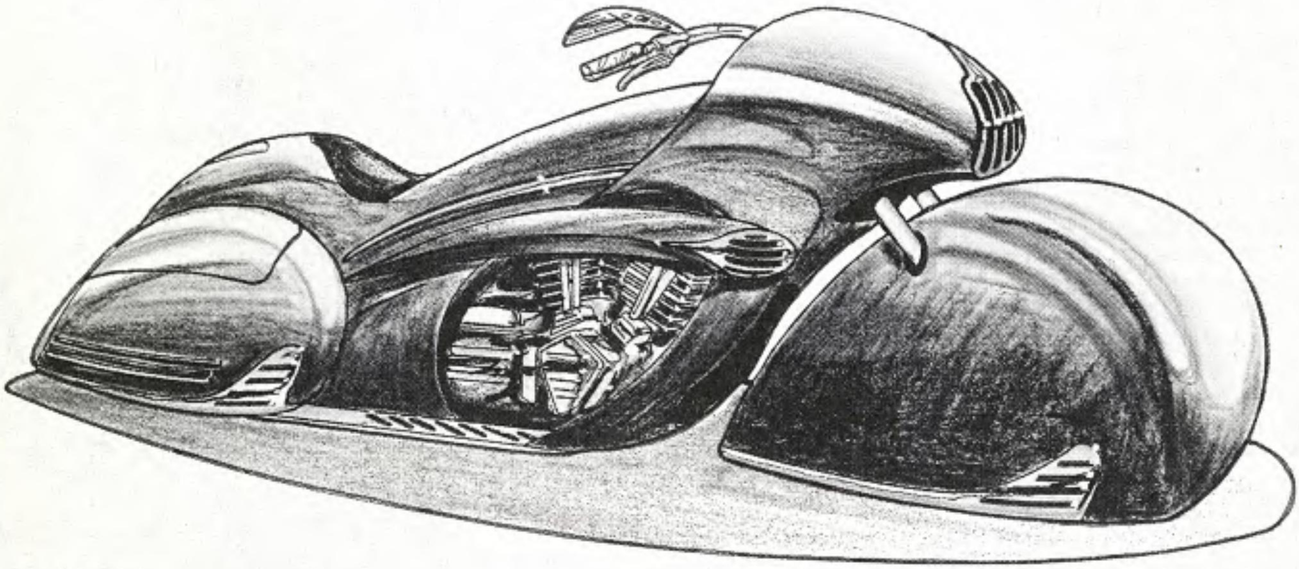
My mom had a toaster that looked like this radical Flash Gordon rocket ride. In fact, she had a vacuum cleaner that also followed the Rocketeer lines of this mind-blowing hybrid Harley by the god of all fabricators, Arlen Ness. For everyone who remembers the way the far-flung future was portrayed by artists and "imagineers" back in the 1950s, this bike recalls the techno-biological robotrix from Fritz Lang's *Metropolis* or the smooth round design of *Forbidden Planet's* Robby the Robot. The bike of futures past is finally here, or almost.

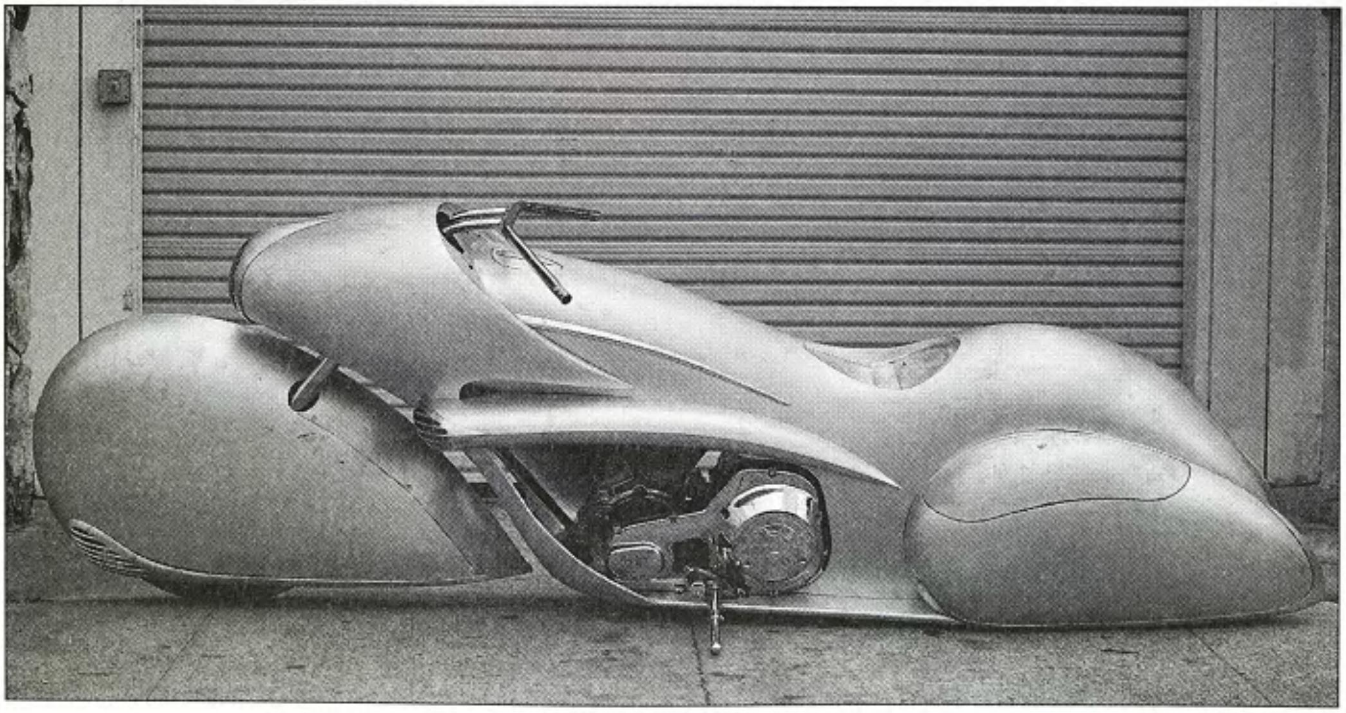
SmoothNess, as it's called by creator, Arlen, is a departure from the Hamster-inspired Evo choppers of the



'90s. Not particularly designed to take corners at great speeds, the robo-ride offers a tour bike for the next century, when riders will blast down clear plexi-traffic tubes at speeds exceeding 300 mph. The integrated travel compartments (you can't call them bags) at the rear of the sci-fi scoot open to reveal ample storage and the forward cowling hides the latest digital dash technology. Naturally, the shrouded Evo engine will be adorned with all of Arlen's latest billet creations and the pilot's seat will be handcrafted by Danny Gray.

The artist's rendering (above) shows the finished emerald wonder in British racing green, complete with chrome art deco trim and new Ness floorboards, mirrors and Ness-Tech Twister grips. Retractable wheels and experimental Hughes vertical





take-off jets—fore and aft—allow SmoothNess to soar above traffic jams and ... Okay, okay, so I got carried away. Sorry. At the moment Arlen likes the looks of his latest motorized miracle so much that he's leaving the shiny body work raw for now. SmoothNess will debut at the Oakland Roadster show and will be displayed during Daytona Bike Week.

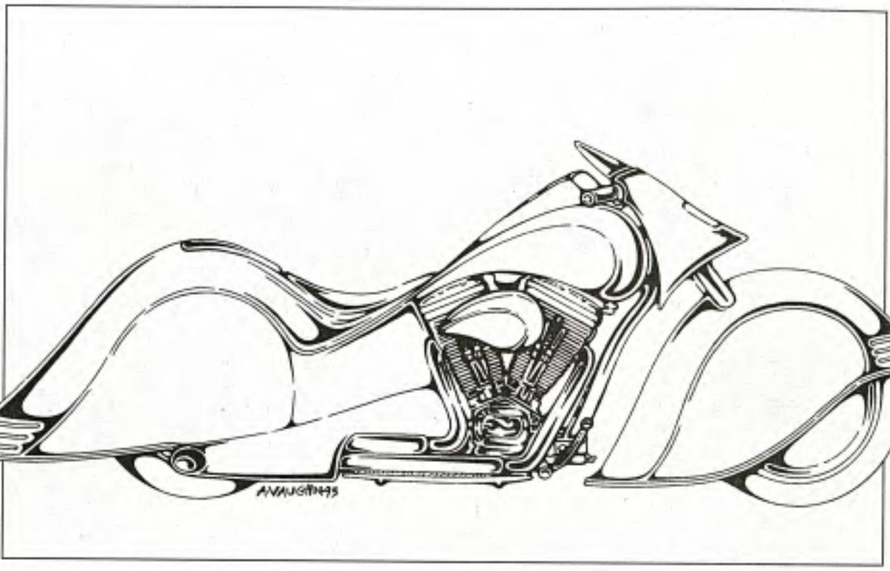
—*Phantom*

Watch for a full-length feature on SmoothNess in an upcoming issue.

Source

Arlen Ness Enterprises
15997 E. 14th St.
San Leandro, CA 94578
(510) 276-3303

SHEETS OF STEEL
Bandit II Gets Its Steel Armor



The sun seared my gloved hands as I shifted into third and rolled onto the desert freeway leading out of Tucson, Arizona. I was headed toward the town of Tombstone with my jockey shift in one hand and my emotions wrapped around the throttle. The weekend meant a new tattoo done by a girl named Apache Jill to enhance a 24-year-old classic from Bert Grimms' shop. That, and a Western wedding of the couple who created the ride I was about to shift into fourth.

My boot slipped off the hydraulic foot clutch and the springer bounced into

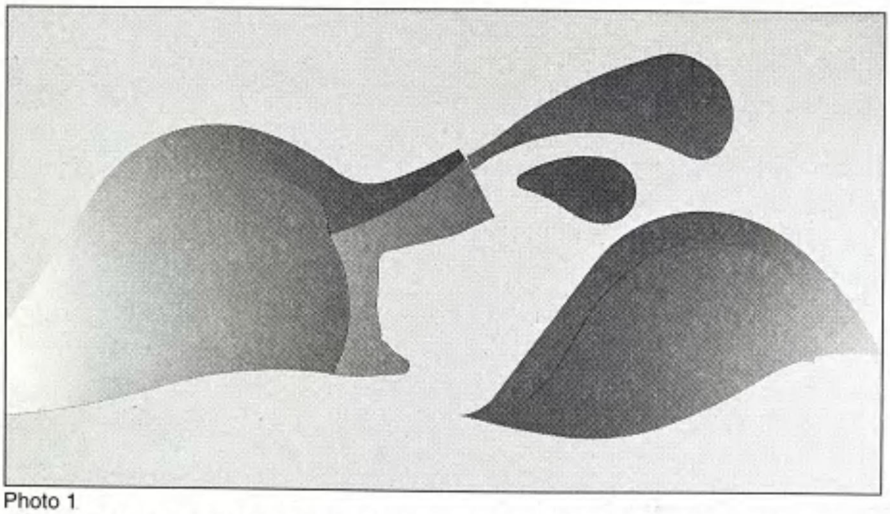


Photo 1

Photo 2

the air. The long, stretched, single-loop frame flexed as the wheel bounced into its track and wheeled me down the straight highway deeper into the desert.

As I dodged tarantulas and rattlesnakes, the bottle of whiskey I brought for the Apache clattered dangerously in my hip pocket. I began to think about my new project and my 30 years in the saddle of Harleys. One aspect that constantly amazes me is that I'm still alive, and somewhat in one piece. Another is the vast, growing spectrum of talent scattered from sea to shining sea.

I'd challenged Pat Kennedy to come up with the ultimate chopper, and he'd surpassed my expectations. Now, I was reaching into the minds of Ron Simms, of Bay Area Custom Cycles, and Randy Simpson, of Milwaukee Iron, to stretch their imaginations on this project.

You'll find that within your own group, if creativity is challenged, it spurs the imaginations of like-minded individuals. And brothers on the move know no boundaries, no limitations, no lack of resources. To see the proof of this, check out Arlen Ness' "SmoothNess" on page 126. There's no stopping that man. And check out Simms' newest jewel. It's nearing completion. So the wheels are turning. Let's get to work. Ron expects to have this bike completed before Daytona—we've got no time to lose.

One of the unique aspects of this machine is the sheet metal—it's being completely fabricated by Milwaukee Iron from steel. Most full-fendered projects are built out of fiberglass or hand-formed aluminum. Arlen's is aluminum; Ron's aluminum, body-bike was completed by Jesse James at Boyd Coddington's. Aluminum is more malleable than steel, but not as durable or strong. Each has its benefits and drawbacks; in this case, Randy chose steel to demonstrate

Photo 3

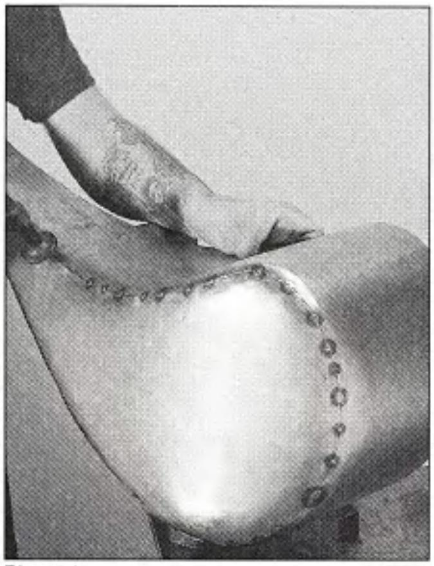


Photo 4

Photo 5

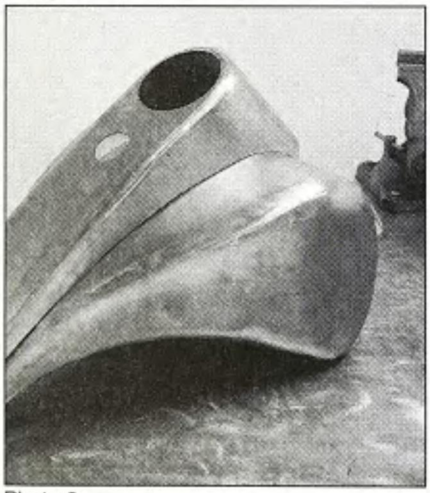


Photo 6

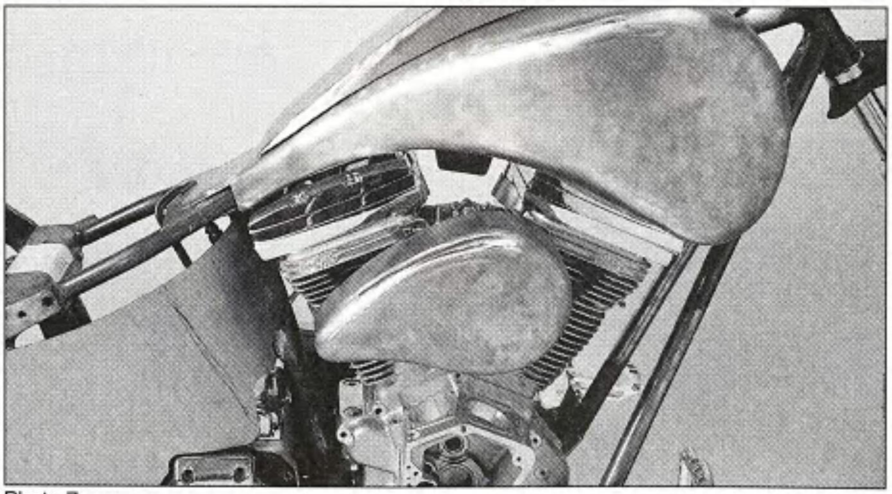


Photo 7

the abilities of his shop to build dashes, fenders and fairings.

I'm not going to follow this segment step by step. Call me lazy. Call me uncoordinated. 'Cause I can't ride a rigid frame and hammer away at a computer keyboard at the same time. But most of my reasoning revolves around the difficulty in performing sheet metal fabrication. It's not an ABC kinda task. It takes tremendous talent and the appropriate tools.

Randy has access to laser cutters that slice sheet metal sharper than I can draw a line—even with a ruler (photo 1). He has the rollers (photo 5) to form the rounded cut parts. Then, the handwork begins with sandbags (photo 2), body hammers, TIG-welders (photo 4), and talent.

The photos are numbered, to keep the sequence clear. And natch, you can always call Randy or Ron with specific questions. But this is how the men who know the business do it. It's not easy, or user friendly, and it's *damn* hard work.

When all is said and done (photo 6), I'll shift that puppy into gear and roll down another highway, grinning at the moon, feeling the freedom of the road and creativity. Life as a biker can't be beat.

—Bandit

Sources

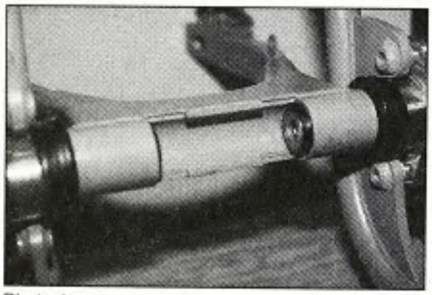
Bay Area Custom Cycles
Ron Simms
25224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338

Pat Kennedy's Custom Motorcycles
905 E. Fremont St.
Tombstone, AZ 85638
(800) 331-9903

Milwaukee Iron
Randy Simpson
3000 Lennox
Lynchburg, VA 24501
(804) 845-7688

THE 50 CENT SOLUTION
Putting Old Nuts And Bolts To Work

This tech tip came about while I was building a new custom bike from the ground up. I was in the process of mounting the transmission and swingarm into a Pro-Street FXR-type frame. After some sweating and cursing, it became apparent that the rear of the transmission was not going to fit into the front of the swingarm. The gap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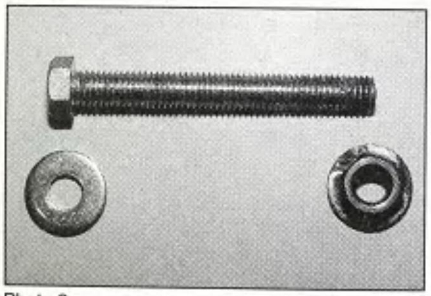


Photo 2

between the cleveblocs, pressed into either side of the swingarm, was too small to allow the transmission mounting boss to fit in (photo 1).

This problem arises when the cleveblocs have been pressed into place in the swingarm and they then tend to "flow" into the space intended for the transmission mounting boss. This is a direct result of the fact that the cleveblocs are actually silicone-filled bushings and not solid rubber. In addition, if incorrectly installed and damaged, the cleveblocs can leak silicone and must then be replaced.

To open up the cleveblocs after installation, the H-D service manual calls for them to be pushed apart 4 9/16 inch (116mm), using a Clevebloc

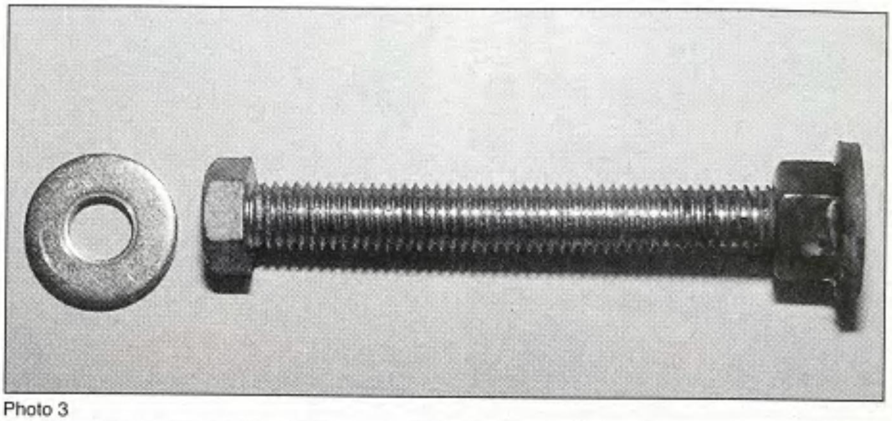
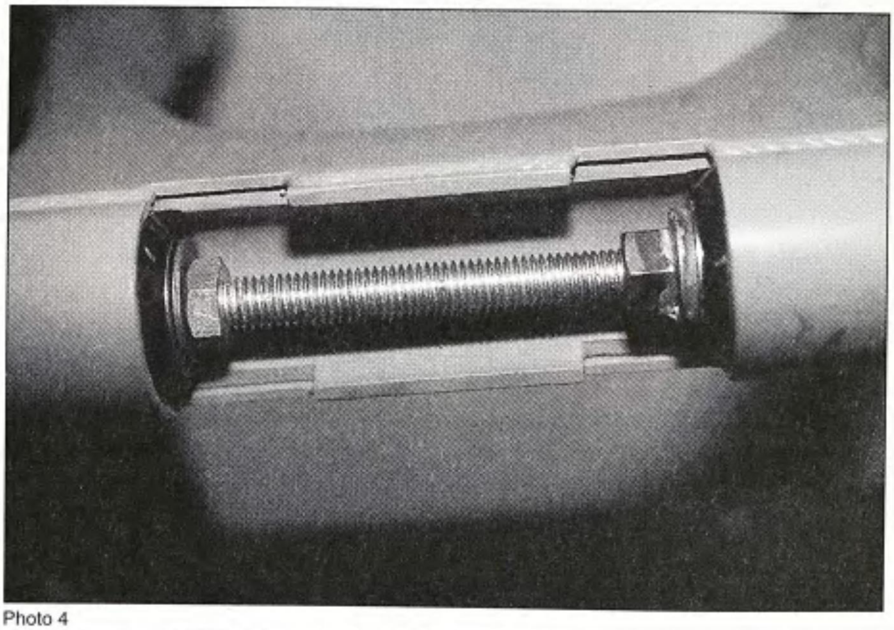


Photo 3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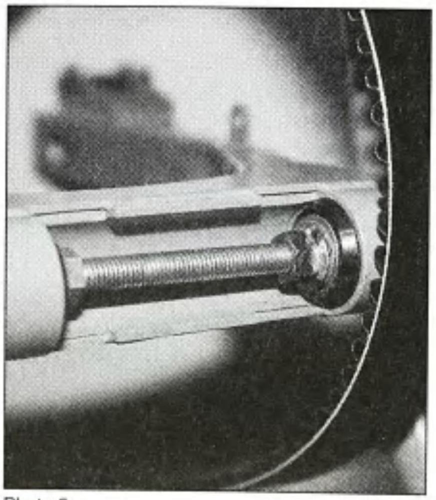
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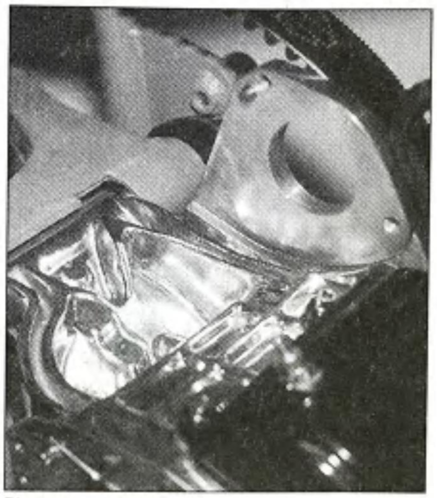
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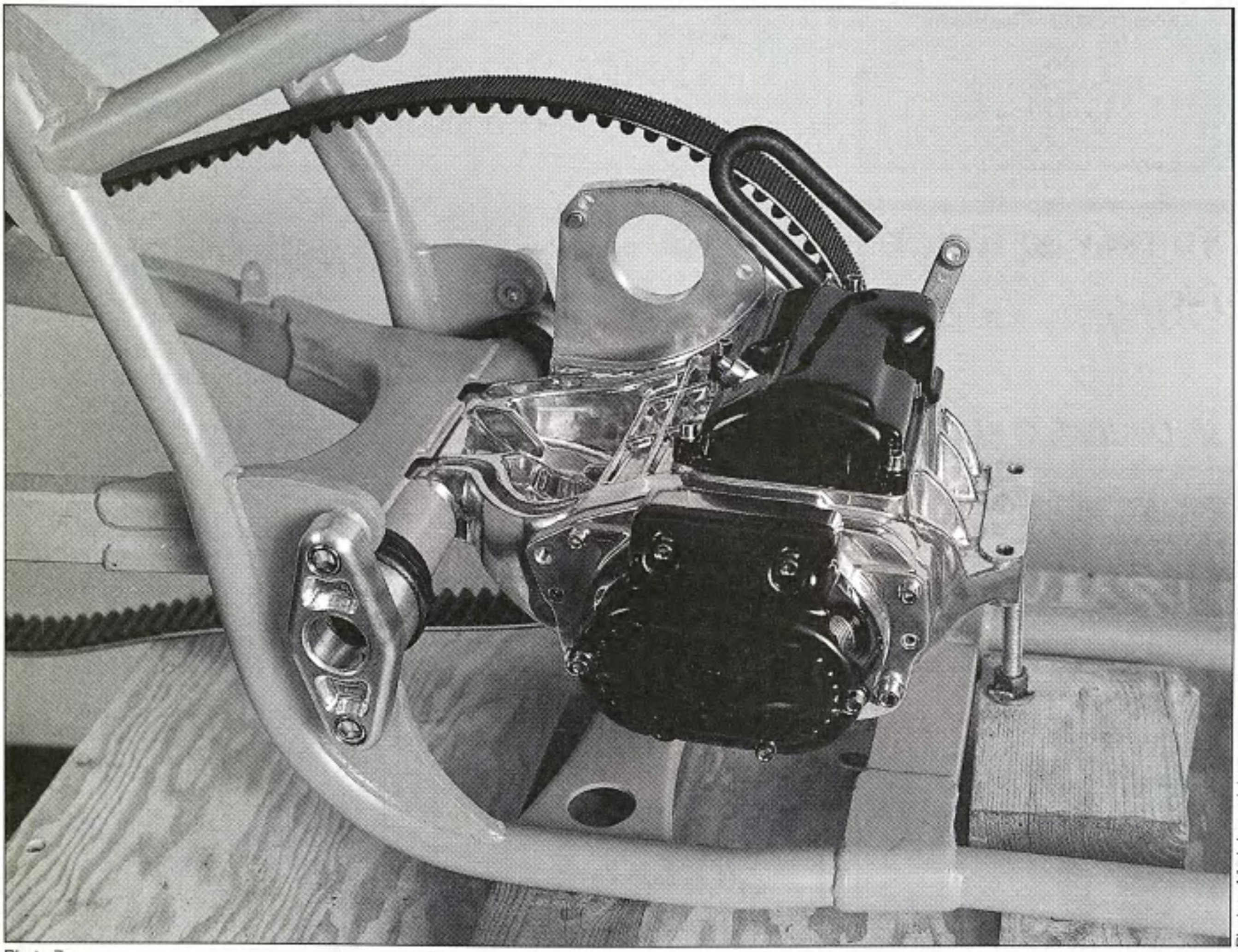

Photos: Mark Lonsdale

Photo 7

Spreading Tool Part, No. H-D 33805. This will create sufficient clearance for the transmission mounting boss to be inserted and the rear pivot shaft to be slid into place.

Now, being a home builder, I did not have this tool, nor did the local Harley parts dealer, and I did not have the time or inclination to wait for one to arrive on special order from Kent Moore.

Luckily, the problem was not a big one. The transmission boss is approximately 4.5 inches in width, the cleveblocs had closed up to 4.4 inches, and I only needed to push them open to a little less than 4.6 inches. I figured I could do this by using a large nut and bolt like a screw-jack, but, sure as shit, I didn't have one the right length in my miscellaneous nuts and bolts box (photo 2).

Ten minutes later I was over at Bandit's garage, digging through one of his large coffee cans of old bolts. What we came up with was a half-inch bolt, four inches long, a matching nut and two washers. After brazing one washer onto one of the nuts we had a spreading tool that could expand from 4.3 inches to 4.8 inches—plenty to do the job at hand (photo 3).

Back in my garage, things went quickly (photo 4). Our 50¢ spreader tool worked perfectly to open up the cleveblocs, the trans went right in (photos 6 &7) and was all bolted up in a matter of 30 minutes.

—Hammer

Sources

Bandit
Bandit's Garage
Greater Los Angeles

Kenny Boyce
Cal Pro Street
11295 Sunrise Gold Circle—Unit F
Rancho Cordova, CA 95742-6539
(916) 852-9116

Bill Bartels
Bartels' H-D
4141 Lincoln Blvd.
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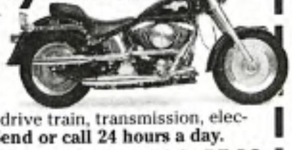

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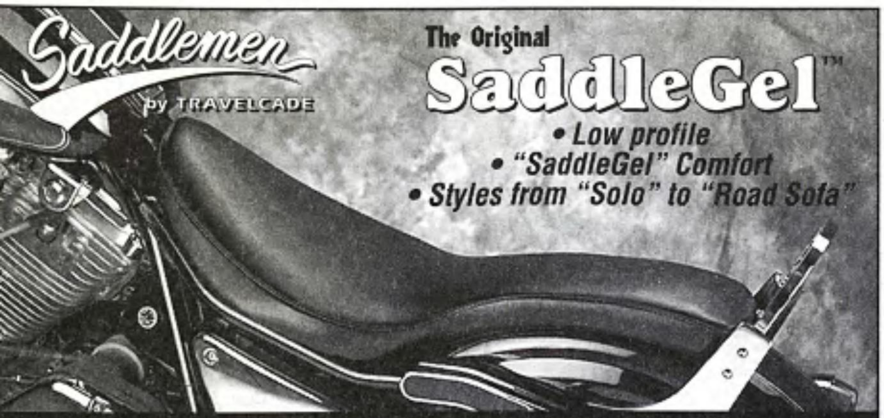

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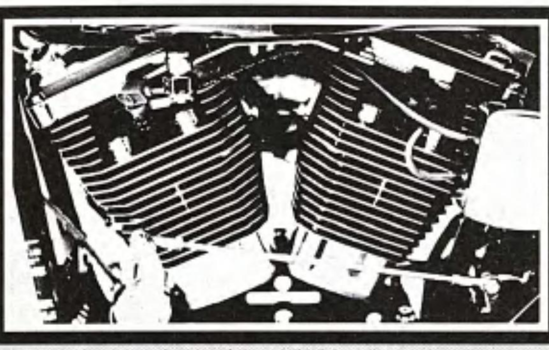

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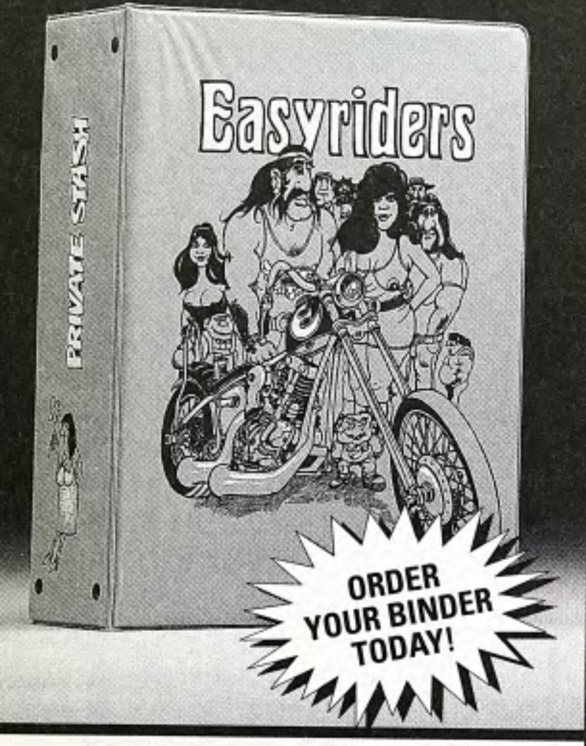

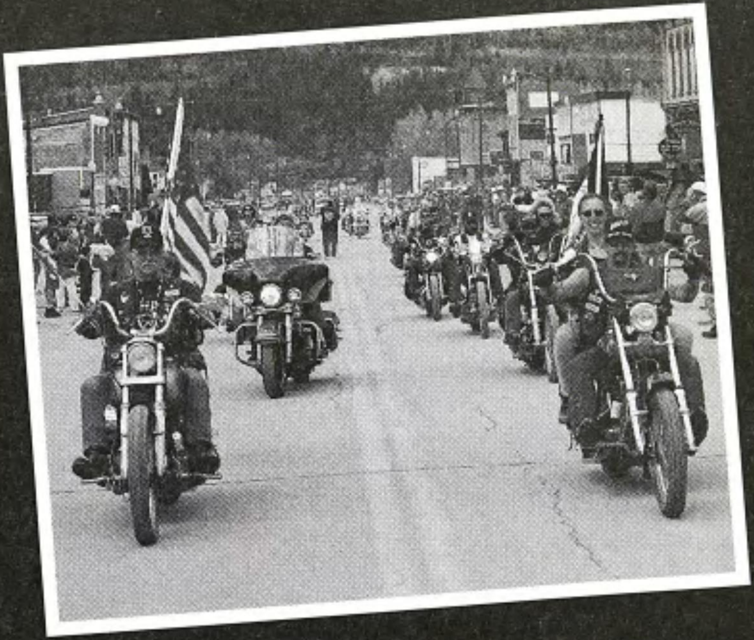

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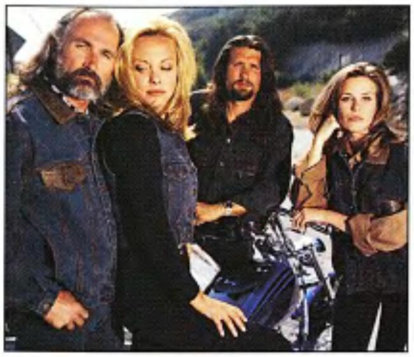

OUR ROADWARE CATALOG
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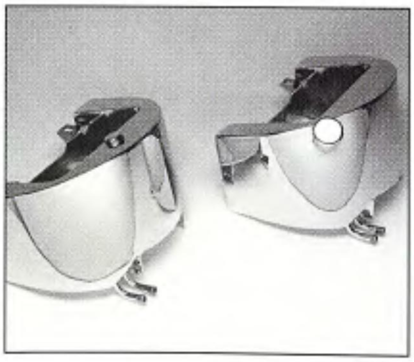
AVON TIRES
If bigger is better, Avon's new 200/60VB16 AM23 are the baddest tires on the planet. This new addition to the bias-belted AM23 series has been developed specifically for the custom H-D market, and is designed for 5- to 6-inch-wide tubeless 16-inch wheels. For more info contact Avon, c/o Hoppe & Associates, Inc., P.O. Box 336, Dept. ER, Edmonds, WA 98020, (800) 624-7470.

LIGHT UP YOUR LOVENEST
2 Wheelers M/C Shop has come up with a unique deco lamp—biker style. Guaranteed to throw light just where you want it, the lamp is the second biker design lamp from the Colorado-based company. Complete your collection with a set of biker bookends or a motorcycle paperweight. Write the shop at 1433 W. 38th Ave., Dept. ER, Denver, CO 80211. Or call (303) 433-0564.



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DAYTONA SOUVENIR
Serious toy collectors can now own a limited edition 1938 Panel Delivery Van Bank that commemorates Daytona Bike Week 1996. Constructed of die-cast metal, the exact replica truck is produced by M.B. & Strings, the company with the exclusive product license for Daytona Bike Week events. For details and price information call (612) 472-1868.

READERS' RIDES

GENE BRUCE JR.
Hamburg, New York
1984 H-D FXSB

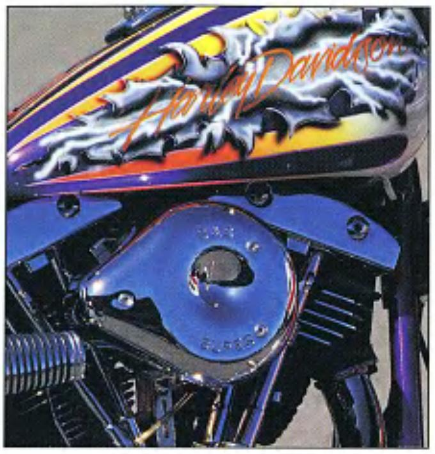
"The American dream *can* come true" is the Bruce family motto. No, not the quaint house with the white picket fence and the 2.5 kids. The dream that came true for the Bruces is that every member of their family now rides.

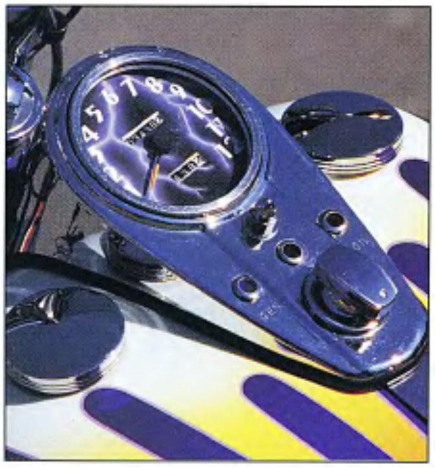
After coming home from college, Gene Bruce Jr. decided it was time to own a bike, especially since everyone else in the family had one. Now mother, father, daughter, and finally, son, are all in the wind.

"My dad talked me into it," says Gene, "and I'm glad he did." His dad has been riding Harleys for 30 years. "So, coming from a Harley family made it an easy task to create this boss H-D Low Rider," says Gene.

"I found the bike just around the corner and bought it immediately when I saw it." But it wasn't what we see here. The original bike had a flat black paint job, all aluminum accessories, and, according to Gene, looked bad. Then, due to an accident, the bike underwent a stringent transformation.

"I had always wanted to rebuild it," he explains, "so this gave me the chance a little earlier than anticipated."





After he carted the boxes of parts to American Harley of North Tonawanda, the rebuilding commenced. Starting from scratch, American Harley crafted on Sturgis wheels, a Wide Glide fork conversion kit, JayBrake forward controls, grips and pegs, "and we finished it with a custom license plate bracket and custom seat by Ron Henry," says Gene. The rear fender was a chopped version off an FLH.

The neon-purple spark plug wires "light up things around town," Gene says. The 80-cubic-inch Shovelhead mill remained basically stock, except for an Andrews cam and S&S B carburetor. The Captain Marvel paint job was the creation of Jimmy "Shine" West, whose specialty is painting hot rods around Hamburg. The highlight of the Bruce family's American dream was a ride to Sturgis. From upstate New York to Sturgis and back, the whole family made it, "without any problems," says Gene. The family is now sporting a cache of Harleys with two Sportsters, a dresser, and Gene's bike.

"I'm really proud of my first bike, and I want to thank my family for their help," says Gene. His dad adds, "I've been waiting 30 years for this—the American dream can come true."

—David Loco

Photos: Michael Lichter

RICK DIAZ

Hollyweird, California
1995 Special Construction

Rick Diaz knows that sometimes life throws you a few curves. This bike project started out in the summer of '92, but it wasn't finished until April '95. Every time he had a chance to work on this one-off creation, something would spring up to rearrange priorities, and then off to the corner it would go again.

In the almost three years it took to complete this bike Rick ran into a few curves of a more personal nature. "I closed my shop, Thunder Road M/C Service, in late '92 to concentrate on building customs," he says. "It's a tremendous effort to build custom bikes and run a full-service shop at the same time. I've had a hard time finding other wrenches I can work with, so I basically had to do it all."

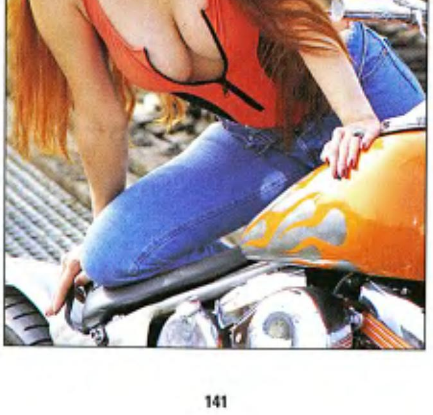
After closing his shop and moving his operation into his home, he was swamped with custom work for many of his celebrity customers. "I like working with celebrities 'cause they really love their bikes. Their schedules are so demanding that what little time they have to ride is highly cherished and appreciated. Their checks don't bounce, either," he says with a grin.

About a year and a half ago Rick was bitten by the writing bug and started contributing tech articles to *Easyriders, Quick Throttle* and others. "I like writing because it allows me to reach more people and it gives me an outlet that locking myself away in my shop can't."

Recently Rick was hired on here at Paisano Publications as Associate Editor of *Biker* magazine. "If these slave drivers let me, I can't wait to get involved in some project bikes," he says. "I'll never lose the itch for fabrication, but I like the challenge of trying new things. This is definitely a challenge!"

The project started with a Sumax rubbermount frame and a set of stock heads. Everything else was begged for, traded for, or bought. "I wanted to build a bike entirely from off-the-shelf components," Rick says. The Delkron cases were stuffed with an S&S 96-inch Sidewinder kit.

Photos: owner

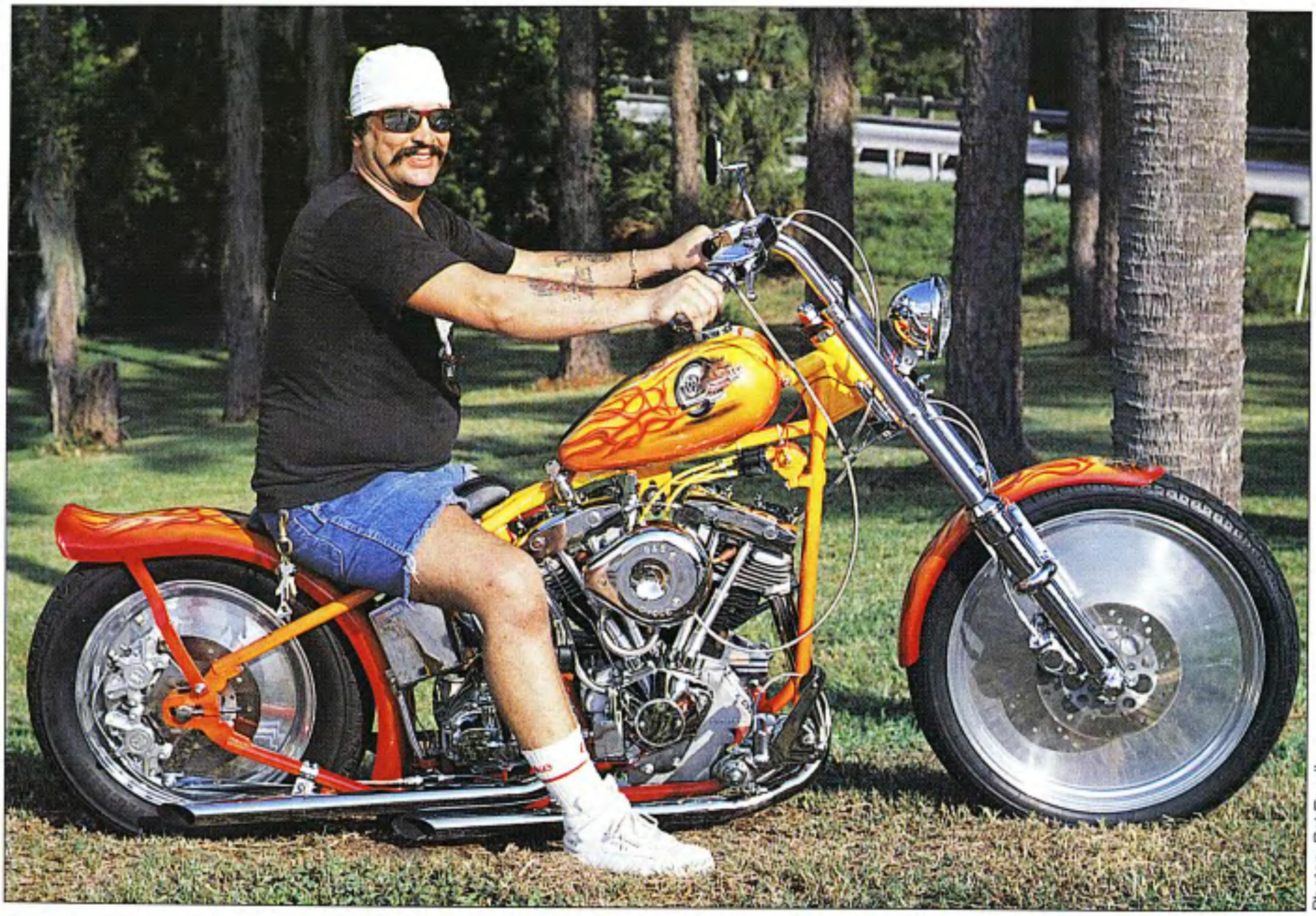


Rick designed a way to mount a round oil tank and still have room for the battery. The solo-only rear fender-swingarm design is traditional chopper and makes the 180 tire mounted on a 5.25-inch rim look humongous.

The finish was inspired by the bike in the film *Harley-Davidson and the Marlboro Man* but goes it one better: The entire frame is brushed bare metal. "It was a bitch, because after sanding, anything you touch wants to rust immediately. Everyone who touched it before the clear powdercoat was applied had to wear rubber gloves." His buddy Ed Mangiameli handled all the polishing chores and gave moral support.

The bike may have taken a while to build, but what's a little time when you're going for a little piece of heaven—just like Big Red (Teri Groves), the fine fox straddling this stand-up sled.

—Cell Phone →



Photos: Pat Randle

ROBERT WILSON

Tampa, Florida
1988 H-D Shovelhead

Here's a 99-inch side of Shovelhead ham that throws the hammer down when it peels off for quarter-mile shootouts or thunders down civilian roads. Owned and assembled by Robert Wilson, who owns and operates Robert's Cycles & Parts in Tampa, Florida, the Santee rigid turns heads with its chrome yellow, red, and orange color laid in lacquer that seems a mile thick thanks to the urethane clear sprayed by paintmeister Greg Baird.

Nice touches of chrome and lustrous polished aluminum bring the colors to flaming brilliance. In the get-up-and-grunt department, Wilson's Harley hunkster's V-twin heart was encased by Delkron and pumped full of S&S pistons and an Andrews B grind cam by R&R Cycles, while Andrews gears help channel the power through a three-inch Primo belt drive.

Musical accompaniment is provided by unmuffled drag pipes. Slow-to-a-growl duties are handled by Performance Machine dual discs up front and a dual caliper single on the rear RevTech roller that's shod with Michelin rubber that tends to be left in neat black lines behind this fast flyer from Florida.

Robert's been building motorcycles for years, but he's finally realized his dream of creating a full custom "show-and-go" stroker that is a drag bike worth bragging about. And with that sizzling hot paint job, this is one tasty Hog monster that really brings home the bacon.

—Grimy Limey

JULI STOCKDALE
Brighton, Michigan
1974 H-D Sportster

"It's a woman's prerogative to change her mind," says Juli Stockdale of Brighton, Michigan. So, taking this inherent right to the limit, Juli began to change the looks of her newly acquired bone-stock 1974 H-D Sportster three years ago.

Scoring the bike involved a roundabout trip that Juli resisted at first. She explains, "My friends wanted to fix me up with the guy who had the bike for sale, but I wouldn't do it." To make the story short, Juli eventually bought the bike from another guy, and ended up marrying Dean, the original seller. Now, with the help of Dean, who dabbles in rebuilding scooters (he has several), Juli wanted a ride to fit her petite five-foot-three frame and personality, and look good, too. The transformation began in the only logical place to rebuild a bike, she says. "We had it in the kitchen."

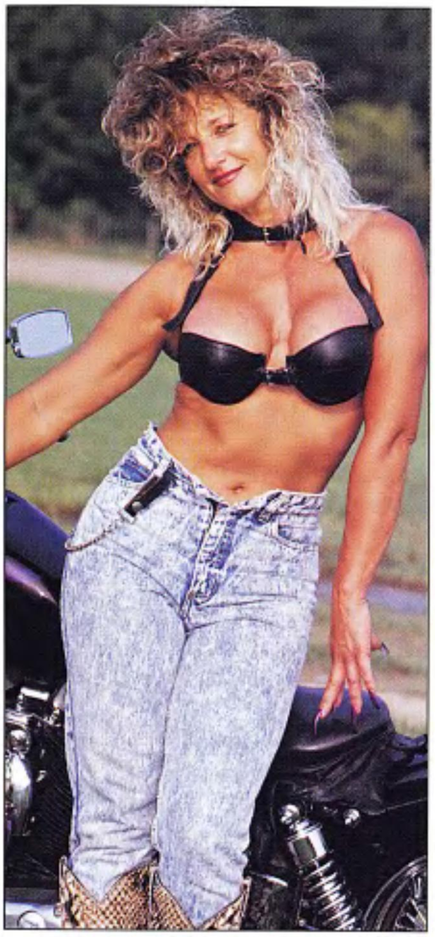
After lowering the rear end, "because my feet wouldn't touch the ground," Juli says Dean put on Super Glide shocks, handmade struts, and a wide glide front end. He drew it all together with a subtle, rich, House of Kolor paint job.

The paint is a high point of Juli's Sportster, and involves a black pearl base, strata-blue flames covered with a purple-candy finish. "But you can't see the full effect unless it's in the sun," she says.

Having a perfectionist as a husband doesn't hurt her rebuilding ideas either. "He does prototype work on trucks and cars," she explains, "and he tried to do everything I wanted without changing my mind." But with all of this, Juli is going to change her mind soon, she says.

"A woman likes to change things, like what you wear and how you look. My next project is to replace the chrome with aluminum (it's too hard to clean), and change the fenders and tank to get a new look. It's what women like to do." Right.

—David Loco →



Photos: Billy Tinney

READERS' RIDES

Photos: Marcus Cuff

ROGER KALLINS

North Hollywood, Calif.
1994 Sportster

Over the last year we have experimented with this Sportster at XRV Performance in North Hollywood, California. Roger Kallins, the resident Sportster scientist, has taken the 883 mill to 1200cc with his own approach to head work, cams, etc. He installed a 39mm QwikSilver carburetor, SuperTrapp exhaust system from Nempco, Nology ignition system and coils, Nempco billet trees, Nempco front suspension, Performance Machine wheels and brakes, and Progressive Suspension shocks.

This is the bike—as we saw it the other day—with Storz controls, Dunlop tires, and very little in the way of cosmetics. But it still is a sharp roadster

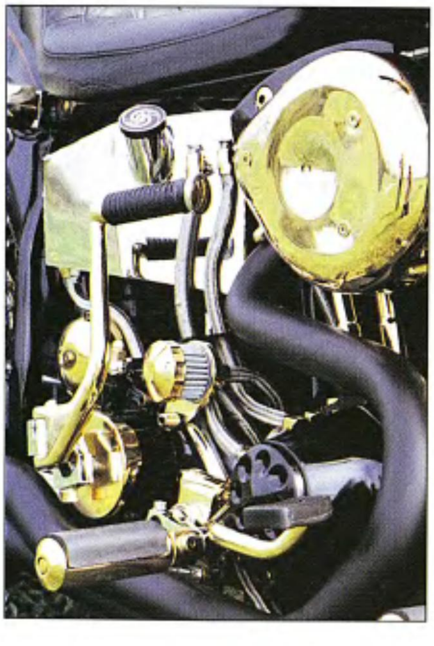
with the turn signals removed, the black handlebars with only Performance Machine billet controls, the small Headwinds billet headlight, and a cast aluminum catseye taillight (a Don Hotop creation, which has got to be the weirdest taillight I've ever seen). Roger hid the wiring and moved the necessary switches, the high/low beam, and the starter button to the top motor mount.

So there you have it—for now, anyway. Since the Warbird kit came out, we looked around for a cosmetic treatment to give this light 84-horse (direct from Roger's Dyno) a racy look. We decided to go with steel fenders, a stretched tank from Milwaukee Iron in Lynchburg, Virginia, and a Danny Gray seat. We're still thinking of a name for it. Maybe Gone With The Wind would be appropriate.

—Wrench

Photos: Steve Kelly

SIMON SOBRERO
Cheltenham, England
1995 Evo



It's a funny world; you never know where life will lead you next. I bet Simon Sobrero, the owner of this stunning-ass Harley, never for a sow's second dreamed that he would be making a living as a pro golfer. Then, again, I don't suppose he ever thought—even in his wildest of wet dreams—he'd ever be in a position to scrape together enough bloody coinage to cruise the cobblestones on such a class act. Simon, who hails from Italy, doesn't make any bones about the fact that "a whole bunch of money has been spent on this machine."

Simon's scooter left the factory early in '95 destined to be immediately torn to bits and rebuilt. He wanted something special, and not something that just had a fast appearance; he had some serious rubber burning in the back of his brain. To enable him to complete the task, a 96-inch completely S&S motor was shoehorned into the frame that had been stretched two inches. Other performance mods included single-fire ignition, a kick-ass carb and some head work. On the high-tech side, Simon opted for such tony two-wheeled touches as Performance Machine forward controls and brakes, flash Pro-One wheels, and White Power forks.

The bike only took five months to complete, which just goes to show that with a lot of hard work—and a pile of cash—anything is possible. Simon wants to thank Bob "Z" Man Zlokas to the time and work he put into helping build this fine custom machine.

—Steve Kelly

Party! X25=T.M.F.*

Hey! Time flies when you're havin' fun—it seems like just yesterday that I was firing up my new 1970 Shovelhead chopper to ride down to the printer and inspect the first issue of *Easyriders*. Well, here it is 25 years later, and we're still havin' too much fun and ready to take a run at the next 25. But first we need to have a P-A-R-T-Y!!! And what a party it's going to be—all over the Harley-ridin' world at 25 different locations. There will be music, free food and drink, plus <u>$100,000</u> in door prizes!!!! It's going to happen June 14, 15, and 16, 1996, and staff members will be at each location to photograph and record the event for publication (and, of course, to party down). For a list of the party locations, just return the bind-in envelope.

MUSIC
FREE FOOD & DRINK!
$100,000
IN DOOR PRIZES!
WIN
A JDF CUSTOM HARLEY-DAVIDSON!

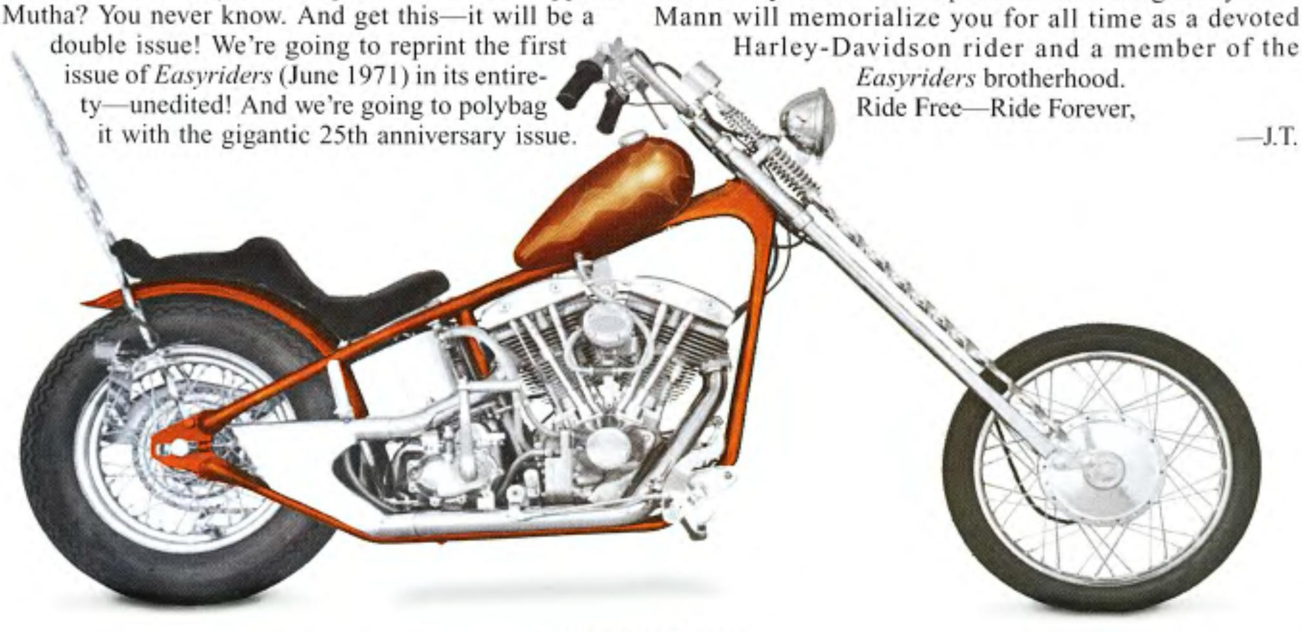
There's more! The June issue of *Easyriders* (on sale April 30, 1996) will not only revisit the highlights of the past 25 years, it will also reveal the ugly truth about some of the staff members. Will we tell you who Spider is? Or what happened to Mutha? You never know. And get this—it will be a double issue! We're going to reprint the first issue of *Easyriders* (June 1971) in its entirety—unedited! And we're going to polybag it with the gigantic 25th anniversary issue. Be sure to watch for it on the newsstands, or subscribe now because you don't want to miss this collector's special edition.

The most exciting news is for our long-time loyal readers—you know who you are—you read our magazines, wear our clothing, attend our events, and collect *Easyriders* memorabilia. For you, we are minting a limited-edition, 25-year anniversary $25 spendable silver coin. That's right, not only is this a collector's coin that should go up in value over the years (the first 75-cent issue of *Easyriders* now sells for over $150), but it will always be worth at least $25 because you can use it to buy any *Easyriders* product for full face value forever! We guarantee it!

<u>But there's even more</u>—not only will you receive this beautiful investment-quality coin, but we also want to honor you as a loyal *Easyriders* reader by listing your name in a very special memorial centerfold section of the *Easyriders* 25th anniversary edition! This special section designed by Dave Mann will memorialize you for all time as a devoted Harley-Davidson rider and a member of the *Easyriders* brotherhood.

Ride Free—Ride Forever,

—J.T.



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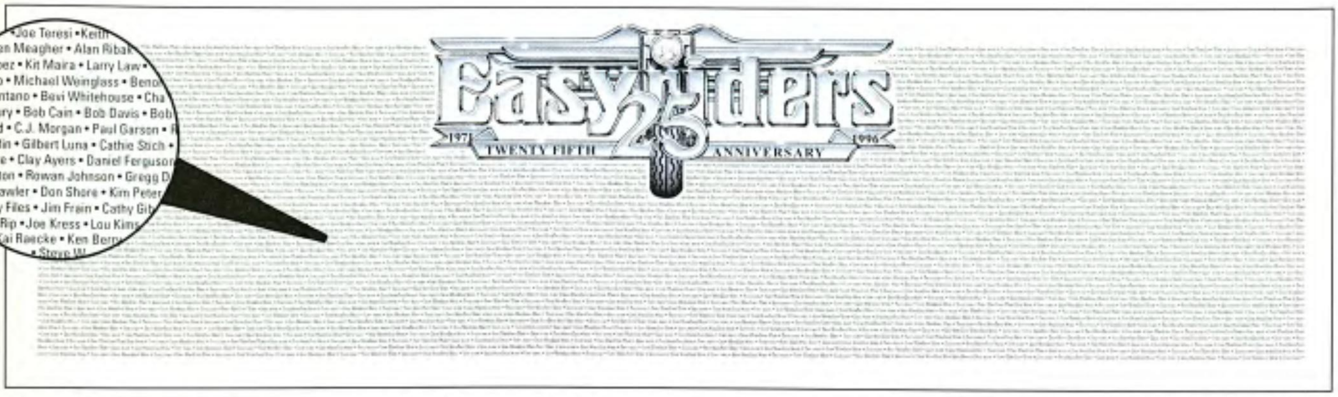

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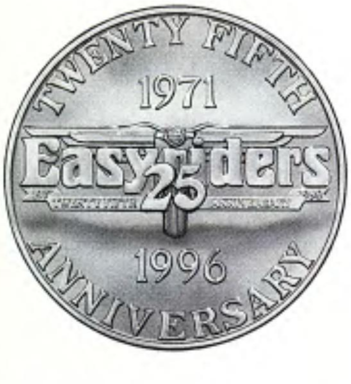

The
1971 *Easyriders* 1996
25th Anniversary
LIMITED EDITION
$25
COMMEMORATIVE COIN

You are invited to join us in this 25th Anniversary salute to Easyriders readers from around the world. Act now and you'll see your name inscribed on the giant scroll which will appear as a foldout centerfold in the June 1996 25th Anniversary issue of Easyriders. And own this collectors Limited Edition 25th Anniversary coin which commemorates the event.

To place your order for the 25th Anniversary coin and to provide precise instructions on how you would like to see your name appear on the scroll, please complete the attached Request Form and mail it with your payment in the return envelope.

Minted by the Philadelphia Mint to commemorate the 25th Anniversary of *Easyriders*, this limited edition coin is being offered exclusively to *Easyriders* readers. The number of coins minted will be restricted. No coins will be minted after June 30, 1996, and the dies will be destroyed.

Designed by David Mann, the *Easyriders* 25th Anniversary $25 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality, their value may rise in time. The $25 face value of each coin is guaranteed forever by *Easyriders* and can be exchanged for *Easyriders* merchandise of equal value by the bearer of the coin at any time

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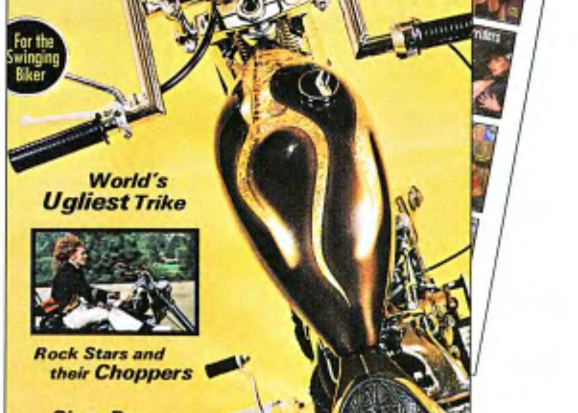
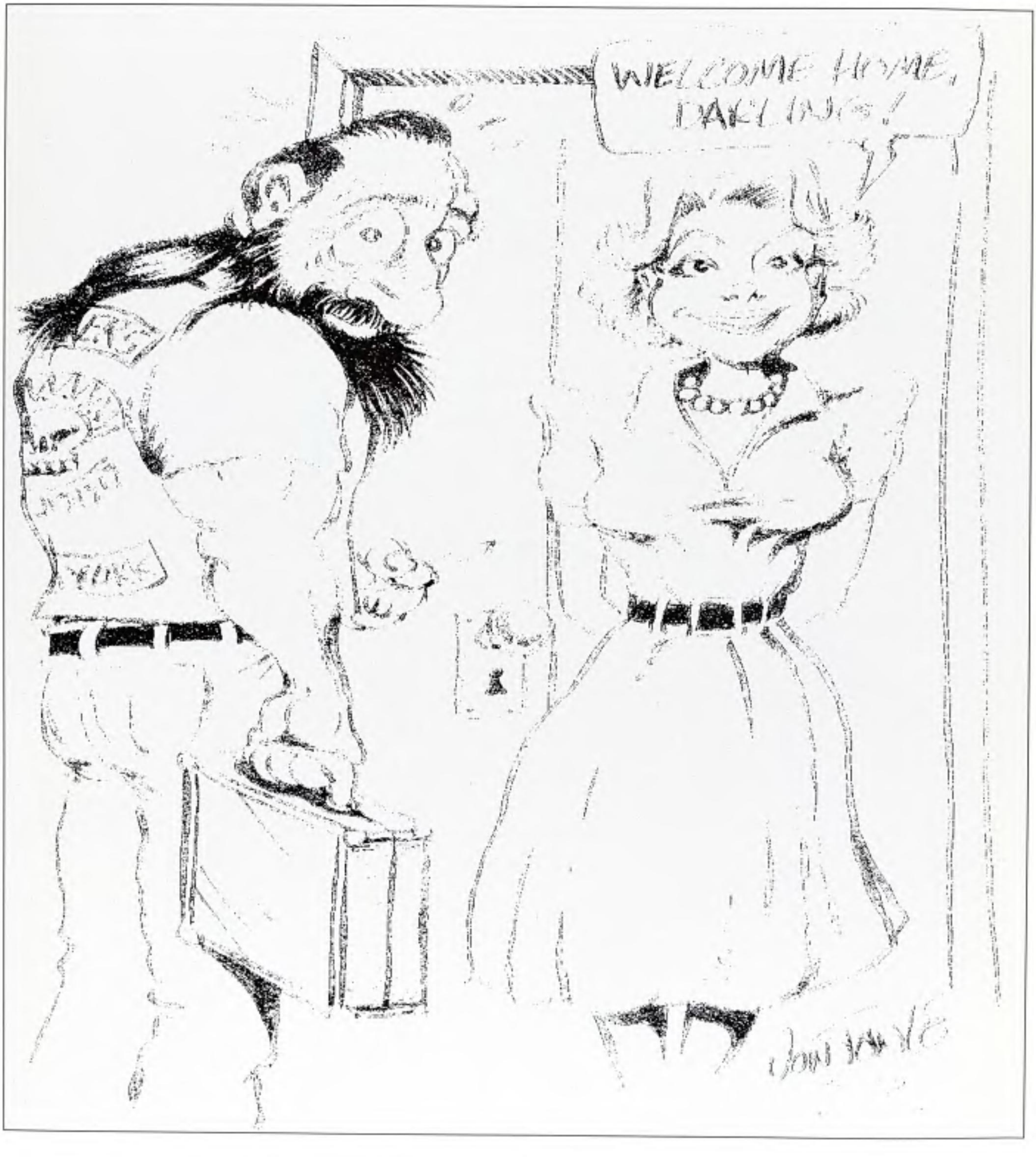


EASYRIDERS
REMINDS YOU THAT LIFE IS OFTEN...



STRANGER THAN REAL...

Sure, Easyriders *has gone through a ton of changes in our first 25 years, but we've always maintained a healthy love for bikes and women, the faster, the better. While there are more of the fairer sex riding their own bikes these days, and we encourage them to enjoy the freedom of the road, we don't want them to forget how to take proper care of us scooter tramps. With tongue firmly in cheek, we'd like to offer the following actual excerpt from a 1950s high school home economics textbook. Hey, the ideas expressed here would make anyone happy, male or female. Check it out.*

HOW TO BE A GOOD WIFE
(and/or house-mouse or ol' lady)

Have dinner ready. Plan ahead, even the night before, to have a delicious meal—on time. This is a way of letting him know that you've been thinking about him and are concerned about his needs. Most men are hungry when they come home and the prospect of a good meal is part of the warm welcome needed [that and a round of hide the salami].

Prepare yourself. Take 15 minutes to rest so that you'll be refreshed when he arrives. Touch up your makeup, put a ribbon in your hair and be fresh looking. He has just been with a lot of work-weary people. Be a little gay and a little more interesting. His boring day may need a lift [amen].

Clear away the clutter. Make one last trip through the main part of the house just before your husband arrives, gathering up school books, toys, paper, etc. [What is she, 15 or somethin'?] Then run a dust cloth over the tables. Your husband will feel he has reached a haven of rest and order, and it will give him a lift too.

Prepare the children. Take a few minutes to wash the children's hands and faces, comb their hair, and if necessary, change their clothes. They are little treasures, and he would like to see them playing the part [the part of what?].

Minimize all noise. At the time of his arrival home, eliminate all noise of the washer, dryer, dishwasher, or vacuum [yeah, like I have all this shit]. Try to encourage the children to be quiet. Be happy to see him. Greet him with a warm smile [and a wet howdy box].

Some don'ts. Don't greet him with problems or complaints [right on!]. Don't complain if he's late for dinner. Count this as minor compared to what he might have gone through that day [damned right]. Make him comfortable. Have him lie down in a comfortable chair or suggest that he lie down in the bedroom [now you're talkin'!]. Have a cool drink ready for him [make mine Jack Black]. Arrange his pillow and offer to take his shoes [or engineer boots]. Speak in a low, soft, soothing and pleasant voice. Allow him to relax and unwind.

Listen to him. You may have a dozen things to tell him, but the moment of his arrival is not the time. Let him talk first [first, last, and in between would be nice].

Make the evening his. Never complain if he does not take you out to dinner or to other places of entertainment [who wrote this, J.J. Solari?]. Instead, try to understand his world of strain and pressure, and his need to be home and relax.

The goal. Try to make your home a place of peace and order so that your husband will stay and not stray [God bless America!].

—*Phantom*

The bluest skies you've ever seen are in Seattle, a fact which has little or nothing to do with this purple putt. Curtis Lang, the owner of this purple pavement eater, and his bike-building bro, Russ Tom of Seattle's Downtown Harley-Davidson, enjoy a long-standing tradition of swapping homes for hawgs. This isn't the first motorcycle that Russ customized for his buddy Curtis. And Russ' custom home isn't the first one that Curtis built for Russ. See, Russ and Curtis have been running compadres since they were little squirts. The two bros had one common advantage in life; they both experienced the benefits of an age-old, American tradition—apprenticeship—and from the seeds of that tradition grew a tradition all their own—trading diggers for digs.

Curtis' old man built custom homes and Russ' old man owned a Harley dealership (and is still part owner with his son of Seattle's Downtown H-D, aka DHD). So, when Russ has his eye on a raw piece of land, he knows his dream home is only a phone call away to his buddy Curtis. And when Curtis finds himself chompin' at the bit for another steel steed, it's time to turn the reins loose on Russ.

Like the apprentice-trained blacksmiths and gunsmiths who forged the pioneer days, Russ is a scooter smith who not only carries on his family lore but strives to break new ground with each project. So, when Curtis cut his bro loose on a 1990 FXRS, the only marching orders he gave to Russ were, "It's gotta have a low, sleek, and muscular high-tech look—with a →

PURPLE DAZE

SWAPPING HOMES FOR HAWGS

nostalgic feel—and bar-to-bar function." That's all Russ needed to hear to know what his bro was after.

Without a second thought, Russ decided that the chassis was the only part of the project putt destined to remain stock. Ness billet work, Pro One wheels, and Performance Machine six-piston caliper brakes (front and rear) would achieve the high-tech highlights. Creating his own one-off manifold—to accommodate relocating the muscular S&S carburetor and velocity stack to the left side—would give the pipe-side profile an uninterrupted sleekness. Then, Russ put on his metalsmith hat and further accentuated the scooter's sleek lines by stretching the gas tank—after showing Curtis the mock-up, as he did each step of the way—so that the tank

contoured with the Danny Gray saddle and the rear fender, which Russ built from scratch.

With respect to "low and nostalgic," Russ replaced the swingarm with one of his own handmade jobs, slammed the rear 2½ inches—by installing 11-inch Fornelli shocks—and then hand-fabbed his own early-FL-styled headlight nacelle to nostalgitize the 2-inch-under front end. Russ satisfied his bro's need for "bar-to-bar function" by throwing on the Dyna ignition system, an Andrews E47 cam, and by letting Street Heads of Seattle give the mild-mannered mill some extra breathing room with bigger valves, seats, and the works. And as far as the purple paint's concerned, Russ left that choice up to his life-long bro.

—Clay Dog

Owner: Curtis Lang
City: Maple Valley, Washington

General
Fabrication: Russ Tom/Downtown H-D
Year and make: 1990 H-D
Model: FXRS
Value: $40,000
Chroming: Art Brass

Engine
Year: 1990
Model: Evo
Rebuilder: DHD/Mike Bradshaw
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: H-D
Pistons: H-D
Cases: H-D
Heads: Street Heads
Cam: Andrews E47
Carb(s): S&S (leftside)
Pipes: Downtown H-D
Modifications: one-off manifold for leftside carb by DHD

Transmission
Year: 1990
Modifications: none

Painting
Molding: Custom Classics
Painter: Custom Classics
Color/type: candy purple/urethane
Special paint: Custom Classics

Frame
Builder: H-D
Type: FXR
Modifications: none

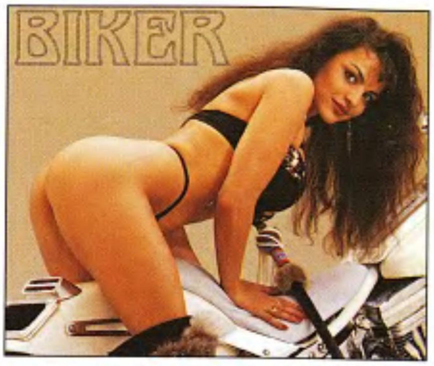
Accessories
Bars: H-D, Ness risers
Fenders: DHD
Headlight: DHD
Taillight: Ness
Speedo: none
Pegs: Ness
Gas tank: stretched, DHD
Oil tank: stock
Primary cover: Ness
Seat: Ness
Mirrors: Ness
Grips: Ness

Forks
Type: White Power
Modifications: 2 inches under, custom FL-styled nacelle by DHD

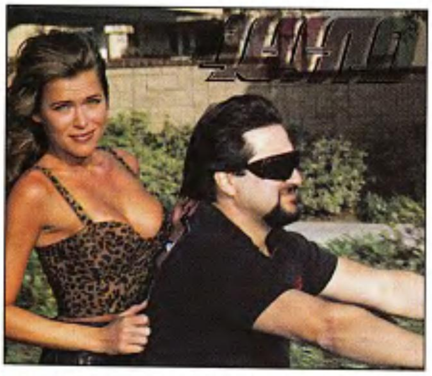
Wheels
Front: Pro One, 18-inch, Dunlop, P.M.
Rear: Pro One, 18-inch, Dunlop, P.M.
Photos: Raiko Hartman

COMING AT YA

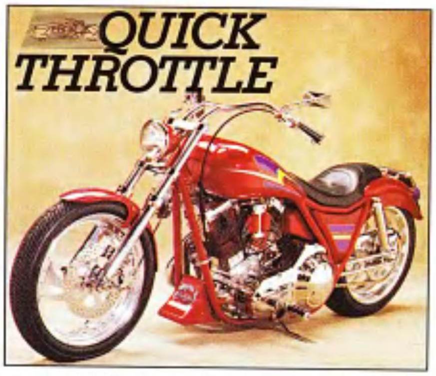
Barreling your way in the **April** issue is our Buyer's Guide, where we devote a magazine-sized chunk of pages to the hottest new parts and accessories for the custom Harley connoisseur. That's right, winter's on the downswing, and it's time to get geared up for the new, take-your-55-mph-speed-limit-and-shove-it riding season. 'Course, we're flanking the guide with plenty of fine bike features—from classics like Frank Davis' pristine Pan and Bob Dron's 1940 Midget Racer, to ultra-modern machines like Andy Aponte's Ultra-built Custom and Andy Magdesian's slick Special Construction Evo, heated up by foxy Heidi from Vermont who could melt the frost offa any snow-bound scooter tramp. You'll also see in-depth, on-the-spot color coverage of Love Ride 12, the biggest one-day motorcycle gathering in the world. Plus, we'll give you up-close-and-personal profiles of the top five 1995 *Easyriders* Rodeo finalists, including new champion M-*9-ichael Poisson from Flint, Michigan, as well as a peek at Bandit's newest ink addition, and the latest from the legislative front in our F.I.G.H.T. column and Easynews. Don't dare miss it. *On sale February 27*



We've labeled the upcoming **April** issue as the "Brotherhood Edition." This is the one where we concentrate on the righteous stuff that confirms the fraternity of bikers—like ABATE of Illinois' 9th Annual State Party held back in June of '95, or the $72,000 fund-raising Miracle Ride/Cruise '95 in Indianapolis, Indiana. (A rally for Riley Hospital for Children.) The cover will be shared by desirable Dessire and pro hockey jock Al Iafrate's 96-inch Springer Softail. *On sale February 27*



The **May** issue of *In The Wind* is the Rodeo Special, featuring our customary first-class coverage of all 14 events, including the explosive Grand Nationals. You'll be pickin' dirt outta your teeth from the front row to the grittiest Hog action of all. And get ready to feast on the rest, which promises to be chock-full o' nuts. There'll be a fox coaxing her mate away from the tube for a putt on his Shovel, and a shitpot full of your own live-action photos of your friends acting up. *On sale February 8*



Hang on to your drag bars 'cause the **March** issue of *Quick Throttle* is bearing down on ya full-throttle. The pumped-up putts roaring onto the pages include Dave Weinstein's dirt-track Buell, Ron Simms' hot rod H-D racer, George McManus' monster FXSTC, and a special Sturgis dragster. We're packing a wallop with a look at the excitement of the Sturgis drags, H-D road-racing, and TT action. Tech Tips from carbs to turbos round out this performance-packed publication. *On sale February 27*

VQ's **Spring '96** issue features a guide to the world's most exotic and expensive motorcycle parts. Our master builder is Canadian Don Peterson, and we'll also offer eight great bike features as only *VQ* can. In addition, we'll take you to America's party city, New Orleans, and visit the upscale Rolex Riders at their hangout, The Rivershack. Plus, take a Wild West tour with Eagleriders, meet a two-wheeled artist from Holland, and check out the latest goodies from Boyd's Wheels. *On sale February 15*

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